

Oxford City Council

Oxford Infrastructure Delivery Plan

Final | September 2023

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1. Introduction

1.1 The role of the Infrastructure Delivery Plan

Infrastructure delivery and funding is complex. Establishing a reliable, concise and flexible IDP is therefore important in ensuring that investment decisions are based on a sound understanding of infrastructure needs, maximising the return to the public. Having an up-to-date IDP in place offers greater certainty to service providers, funders and developers about how infrastructure will be delivered, enabling growth and encouraging investment.

The Local Plan covers the period from 2020 to 2040. It is clear in recognising the importance of identifying infrastructure needs and providing methods for funding and delivery. The preparation of the Local Plan is supported by this IDP, which identifies a number of infrastructure needs and schemes to help meet those needs.

IDPs should be treated as 'live documents' which provide a snapshot at a point in time, and will need to be updated as development proposals and other circumstances in the city change. This document could therefore form the basis for further updates as the new Local Plan emerges.

2. Policy Context

2.1 National context

The National Planning Policy Framework (NPPF) (2021)

The NPPF (2021) states that local planning authorities must prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. In fact, the NPPF integrates infrastructure provision into the over-arching economic objective for achieving sustainable development. As part of the statutory requirement to produce a Local Plan, national policy places particular emphasis on local planning authorities to plan for the delivery of infrastructure to support future growth.

The Infrastructure Delivery Plan (IDP) is therefore an important part of the evidence base required to support local plans. One of the purposes of the IDP is to demonstrate that the infrastructure requirements necessary to support the level of housing and employment growth proposed can be delivered. IDPs also provide detail of the level of funding required, highlight potential funding sources, and outline foreseeable funding challenges. IDPs are a key tool for local authorities when negotiating developer contributions through S106 agreements, or to help evidence the need for charging under the Community Infrastructure Levy (CIL).

Paragraph 16 of the NPPF states that plans should be prepared positively, in a way which is aspirational but deliverable, while contributing to the achievement of sustainable development. Specifically, the NPPF states that both strategic (paragraph 20) and non-strategic (paragraph 28) policies should set out the overall strategy for the pattern, scale and quality of development, and make sufficient provision for infrastructure, including transport and community facilities (such as health and education infrastructure).

The NPPF considers that planning policies should seek to address the lack of infrastructure as a potential barrier to growth and investment and highlights the importance of working with neighbouring authorities to develop cross-boundary infrastructure.

Paragraph 34 states:

Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

Paragraph 58 of the NPPF places the emphasis on demonstrating development viability at the plan-making stage – a recent change which seeks to avoid the extent to which viability is challenged by developers on individual planning applications. This means that an early understanding of infrastructure requirements (and their impact on viability) has become an increasingly important part of the plan-making process:

Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be

viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.

Planning Practice Guidance (PPG)

The Planning Practice Guidance (PPG) on Plan-Making (paragraph 059, reference 61-059-20190315) explains the role and function of a Local Plan in delivering infrastructure, stating that the Local Plan should identify what infrastructure is required and how it can be funded and brought forward.

At an early stage in the plan making process, discussion with infrastructure and service providers should be undertaken to collaboratively identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so, local planning authorities should:

- Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Policies should set out how identified deficiencies will be addressed; and
- Take account of strategic infrastructure, including nationally significant infrastructure, within these areas.

The PPG also states that local authorities should ensure that the combined total impact of requests for developer contributions towards infrastructure, and development plan policies more generally, should not threaten the deliverability of the plan. With regards to CIL, the PPG3 (Paragraph: 001 Reference ID: 25-001-20190901) states that:

The Community Infrastructure Levy (the 'levy') is a charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area.

Infrastructure Funding Statement (IFS)

The Infrastructure Funding Statement (IFS) is a factual report which summarises the amount of developer contributions obtained, allocated and spent in the previous financial year.

This annual reporting requirement was introduced as part of the CIL regulations in 2019, with the objective of increasing transparency around how developer contributions are spent on Infrastructure. As required by the regulations, the contents of this report are divided into three key sections for the previous financial year:

1. Information on CIL contributions;
2. Information on Section 106 Contributions;
3. Items of infrastructure that CIL is to be spent on in the next five years (According to the Council's Capital Programme at the end of the previous financial year).

The Oxford IFS is a live document, and should be considered alongside the IDP and used for the Local Plan to inform future funding priorities. As an indication of key areas of

expenditure, the 2021/22 IFS noted that projects funded through a CIL contribution included the Bullingdon Community Centre, the Seacourt Park and Ride scheme and CPZ parking scheme. In addition to this, 15% of CIL receipts can be passed directly to Parish Councils, or 25% in areas covered by a Neighbourhood Plan, to fund locally identified infrastructure. CIL contributions were passed to Blackbird Leys Parish Council, Littlemore Parish Council, Old Marston Parish Council and Risinghurst & Sandhills Parish Council.

[Levelling Up and Regeneration Bill Planning Reforms Consultation \(2023\)](#)

The Levelling Up and Regeneration Bill Planning Reforms Consultation set out that it is proposed that the introduction of Infrastructure Delivery Strategies in Part 4 of the Bill will strengthen infrastructure delivery, enabling a more strategic and unified approach to infrastructure planning and delivery and allowing planning authorities to plan for infrastructure that is required to support growth and demonstrate the deliverability of their plan. The Bill proposes the introduction of an Infrastructure Levy, alongside the Infrastructure Delivery Strategies, to replace the current system of developer contributions, however the precise mechanism for this new funding system has not been introduced at the time of writing.

[2.2 Local and Regional Context](#)

[Oxford-Cambridge Arc \(OxCam\) and Spatial Framework](#)

The OxCam Arc is a globally significant area between Oxford, Milton Keynes and Cambridge formed of the five ceremonial counties of Oxfordshire, Bedfordshire, Buckinghamshire, Northamptonshire and Cambridgeshire. The Arc supports over two million jobs, adding over £110bn to the economy every year. Central government ambitions include developing a Spatial Framework for the OxCam Arc, which will aim to set out a long-term strategic plan to coordinate the infrastructure, environment, and new developments in the area.

[Oxford-Cambridge Pan Regional Partnership](#)

The Oxford-Cambridge pan-regional partnership received backing from government in January 2023. The role of the partnership is to champion the region as a world leader of innovation and business, acting to achieve environmentally sustainable and inclusive growth. It will strengthen cross-boundary collaboration among its partners to focus on tackling the issues that matter to the people who live and work in the region. Government backing for the partnership unlocks access to up to £2.5million government funding for the partnership to support its priorities in delivering sustainable growth and environmental enhancements to the region.

[Oxfordshire Local Enterprise Partnership](#)

Local Enterprise Partnerships (LEPs) are private sector led partnerships between businesses and local public sector bodies responsible for establishing priorities for public funding in the

local area they cover. The Oxfordshire LEP is one of 39 LEPs across the country, and has a vision for Oxfordshire to have a:

... vibrant and sustainable, inclusive, world-leading economy – driven by innovation, enterprise and research excellence.

The OxLEP has helped to secure around £660million of central government and European funding, while creating around 48,000 new jobs between 2011/12 -2017/18, and overseeing a growth programme for Oxfordshire. It has membership of the Future Oxfordshire Partnership, along with the other six local authorities and other key strategic partners, giving it a further role in shaping infrastructure investment across the county.

From an infrastructure perspective, the LEP has been successful in obtaining several rounds of Local Growth Fund money in recent years, supporting a variety of projects.

Oxfordshire Infrastructure Strategy (OxIS)

In order to take a more strategic approach to infrastructure planning to support growth, a county-wide infrastructure strategy was produced in 2017. This had a number of objectives including:

- Prioritising the delivery of different types of strategic infrastructure;
- Maximising the use of available and planned infrastructure capacity;
- Making better informed choices about the location of future growth;

The 2017 OxIS report influenced the Government's award of the £215m Growth Deal for Oxfordshire, which included £150m infrastructure funding to unlock key housing sites, up to £60m for affordable housing and £5m to provide support and delivery of the Growth Deal.

An update of the OxIS was undertaken to support the Oxfordshire Plan 2050 which collapsed in 2022 after the local authorities were unable to reach agreement on the approach to planning for future housing need. It aimed to set out what priority infrastructure would be needed to support sustainable, clean, healthy and inclusive growth across Oxfordshire. The OxIS is still considered to be an important workstream and as such work is likely to resume to ensure that Oxfordshire's strategic infrastructure priorities are given the high-level support needed to help their delivery.

Oxfordshire County Council

Oxfordshire County Council is the upper-tier local authority covering Oxford City, Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire districts. In this role the County Council is responsible for planning for minerals and waste, as well as the delivery of education, transport, waste disposal, and community services such as social care and libraries (the remaining infrastructure types included within the IDP are the responsibility of service providers and the City Council). The County Council produces a wide range of policy documents for each of its service areas.

Oxford Local Plan

Oxford City Council is producing a new Local Plan for 2040. The Local Plan recognises the importance of identifying and delivering appropriate infrastructure and community facilities to support the amount of development proposed. Additionally, the Local Plan acknowledges that the funding of infrastructure is crucial and must be delivered in a timely manner to support development. The Local Plan sets out that where development creates a need for new or improved infrastructure, contributions will be sought to make the development acceptable in planning terms.

The purpose of this IDP is to focus on the delivery of development allocated in the Oxford Local Plan 2040, as well as providing an update on the baseline infrastructure needs of the city and the schemes that will allow these to be met.

3. Funding and Delivery

This IDP seeks to assess what infrastructure is required to meet growth identified in the Oxford Local Plan 2040, when these infrastructure interventions are required, and how much they will cost. There are many sources of funding available for the provision of infrastructure, and this section provides an overview of these funding sources to support the delivery of the required infrastructure to support the Plan.

3.1 Developer Contributions

Developer contributions assist in mitigating the impact of development, by providing funding or other non-monetary commitments (such as providing a certain provision of affordable housing) to make impacts acceptable in planning terms.

Developers may be asked to provide contributions for infrastructure in several ways. This may be through Community Infrastructure Levy (CIL) charges, Section 106 agreements with the local planning authority, and Section 278 agreements with the local highways authority for highway-related infrastructure works.

The previous Local Plan 2036 and its supporting IDP were prepared under the CIL (Amendment) Regulations 2014/16, which restricted the ‘pooling’ of separate Section 106 planning obligations. These restrictions meant that authorities were unable to combine more than five obligations to pay for a single piece of infrastructure. This restriction was lifted as a result of the CIL Regulations 2019, meaning that there is now more flexibility in terms of infrastructure which is able to be funded by Section 106 and CIL.

Community Infrastructure Levy

Oxford City Council is a Community Infrastructure Levy (CIL) Charging Authority. The Council’s CIL Charging Schedule was adopted in 2013, since which time developers have been charged a fixed rate for each square metre (sqm) of new internal floor area that is created. The CIL charging schedule is based upon studies of development viability within the city, with higher charges (£158.00 per sqm as of January 2023) for uses such as residential and retail, and lower charges (£31.59 per sqm as of January 2023) for uses such as offices, general industry and leisure.

The CIL Charging Schedule is undergoing a partial review to ascertain whether a higher charge is appropriate for certain lower charging development uses classes. This partial review will take place alongside the Local Plan examination and this IDP will be used to inform that process as well.

The City Council’s Infrastructure Funding Statement (IFS) sets out the amount of CIL money processed by the Council during each financial year. The 2021/22 IFS sets out that:

- £ 1.83million of CIL demand notices were issued to developers;
- £ 1.51million of CIL was received from developers; and

- £ 0.69million of CIL was spent during the year, on projects including improvements to Bullingdon Community Centre and the Oxford Station feasibility study.

The IFS also sets out the schemes on which collected CIL monies will be spent – the Council currently holds just over £10million of allocated CIL funding. This covers a wide range of infrastructure types, from flood alleviation to regeneration schemes and community facilities. CIL is also proposed to be used for some preparatory studies and technical work, such as the Cowley Branchline spatial development and movement framework and the Zero Emission Zone pilot project.

The Council allocates CIL to schemes on a case-by-case basis. This is done in response to business cases provided by infrastructure providers, an understanding of need, and the relative prioritisation given to each scheme. This update to the IDP provides important evidence to inform this case-by-case decision making.

Section 106 Contributions

Section 106 (S106) agreements can be made between developers and the Council to provide funding for infrastructure, or make other legal commitments (such as to provide a certain proportion of affordable housing). Developer contributions are required to meet the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The latest IFS sets out the amount of S106 money processed by the Council during 2021/22:

- £1.21million of contributions were agreed with developers
- £1.36million of contributions were received from developers
- £72,000 of contributions were spent during the year
- 19 non-monetary contributions were also provided by developers through S106, including the provision of 262 affordable homes.

The City Council currently holds £13.61million of allocated S106 contributions. These will fund a wide variety of infrastructure types, including community facilities, highways, green infrastructure and economic development. However the majority of the unspent allocated contributions are for the provision of affordable housing.

Section 278 Agreements

Section 278 (S278) agreements can be made between developers and Oxfordshire County Council (as local highways authority) to make permanent alterations or improvements to a public highway, in connection with a planning approval. The works covered by a S278 agreement could include changes to the highway to access a site (such as the provision of a new junction, traffic lights or other priority measures), as well as off-site works necessary to

mitigate the impact of development (such as improvements to a nearby junction which will experience increased traffic flows).

A S278 agreement typically gives developers the authority to undertake works themselves (or for a contractor to do so on their behalf), with a requirement that works are completed to the satisfaction of the local highway authority. This means that all of the costs associated with works under a S270 agreement are borne directly by the developer – money is not collected by the local authority.

3.2 Government Funding

It is typically expected that funding from developer contributions will not be enough to cover all of the infrastructure costs for an area – particularly those which are not directly linked to the impacts of development. Funding from central government is therefore important in addressing funding gaps. These are typically competitive processes, with funding bids required to demonstrate delivery against national objectives (such as increased rates of house-building, or economic growth). Government funding streams also tend to run as programmes and / or be awarded in rounds, meaning that the existence of a fund today cannot be taken that a fund will exist in the future. Oxfordshire has previously been relatively successful in obtaining government funding.

Three rounds of funding have been obtained from the Local Growth Fund, totalling £142.6m. This has had a particular emphasis on infrastructure provision to support economic development, for example, by reducing congestion and providing linkages to strategic high-tech investment locations. Schemes supported within Oxford include bus priority measures, flood alleviation and site preparation works for strategic development sites.

3.3 Provision by infrastructure providers

Some infrastructure provision is made directly by infrastructure providers, as a result of external funding packages. This is particularly the case for utilities, where infrastructure providers develop investment packages for fixed periods of time (typically five years) in response to the levels of growth and pattern of demand changes that they expect. The costs associated with these are then agreed with the relevant industry regulator, and reflected in bill payments by consumers.

Developers also pay connection charges to these providers, agreed between the two parties. They are known costs that should be factored in when considering the viability of development but are effectively third-party and the Council has no role in agreeing the charges nor seeking the money from developers.

3.4 Principles of cost apportionment

At present, the City Council relies on CIL as the main source of developer funding for infrastructure. However, it is open to the Council to supplement money collected through CIL by raising money through S106 for specific infrastructure schemes, where doing so would meet the tests set in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) - i.e., that the planning obligation is:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

In addition, the combination of CIL and S106 can now be used as a potentially more comprehensive and flexible framework for infrastructure funding. Such an approach could increase the potential for developer contributions to infrastructure and minimise potential funding gaps, in line with evidence to demonstrate that developers are still able to make an acceptable level of profit.

4 Key Drivers of Change

There are a number of key drivers of change which will influence infrastructure planning within Oxford in the future and have therefore been important to consider throughout the preparation of the IDP. These key drivers of change have helped to frame discussions with stakeholders and inform many of the schemes set out in the Infrastructure Delivery Schedule.

4.1 Climate Change

The IDP must be considered within the context of the declaration of a climate emergency by Oxford City Council in January 2019¹, as well as the broader drive towards a zero carbon future to which Oxfordshire's local authorities, OxLEP and the city's two universities are committed².

The Zero Carbon Oxford Partnership has approved an action plan outlining the ways in which the 2040 targets can be achieved as well as including the immediate actions required before 2030 to remain on track, before the Zero Carbon Oxford Partnership confirms longer-term actions. Net zero ambitions must inform decision making across all disciplines, which in turn, are likely to deliver subsequent co-benefits, such as achieving more inclusive growth, levelling up, and emphasising the importance of health and wellbeing.

While net zero targets must inform decision-making across all sectors, it is fundamental to the planning sector, with IDP's playing an important role in helping to ensure that new development meets these targets.

It is acknowledged that there will be an embedded carbon cost to many of the identified schemes included within the IDP. This includes all the CO₂ emitted when producing the materials required to deliver infrastructure schemes, including emissions from construction, all the way through to the emissions produced at deconstruction and disposal at the end of the scheme's lifetime. However, many of the identified schemes included within the Infrastructure Delivery Schedule will contribute to climate mitigation, and by delivering these schemes there is likely to be a reduction in carbon emissions compared to the 'do nothing' alternative. For example, without the delivery of sustainable and active travel networks, there is likely to be an increase the amount of travel through private cars – particularly in new developments. Where possible, the relative costs of carbon from different infrastructure approaches have been considered.

There is also a need to prioritise resilience to climate change within Oxford, particularly in terms of reducing the risk of flooding to existing properties. The Oxford Flood Alleviation Scheme (OFAS) is therefore an important scheme in contributing to climate change resilience.

¹ <https://www.oxford.gov.uk/climate-emergency>

² <https://www.research.ox.ac.uk/article/2021-06-29-new-eci-report-provides-a-roadmap-towards-oxfordshire-s-zero-carbon-future>

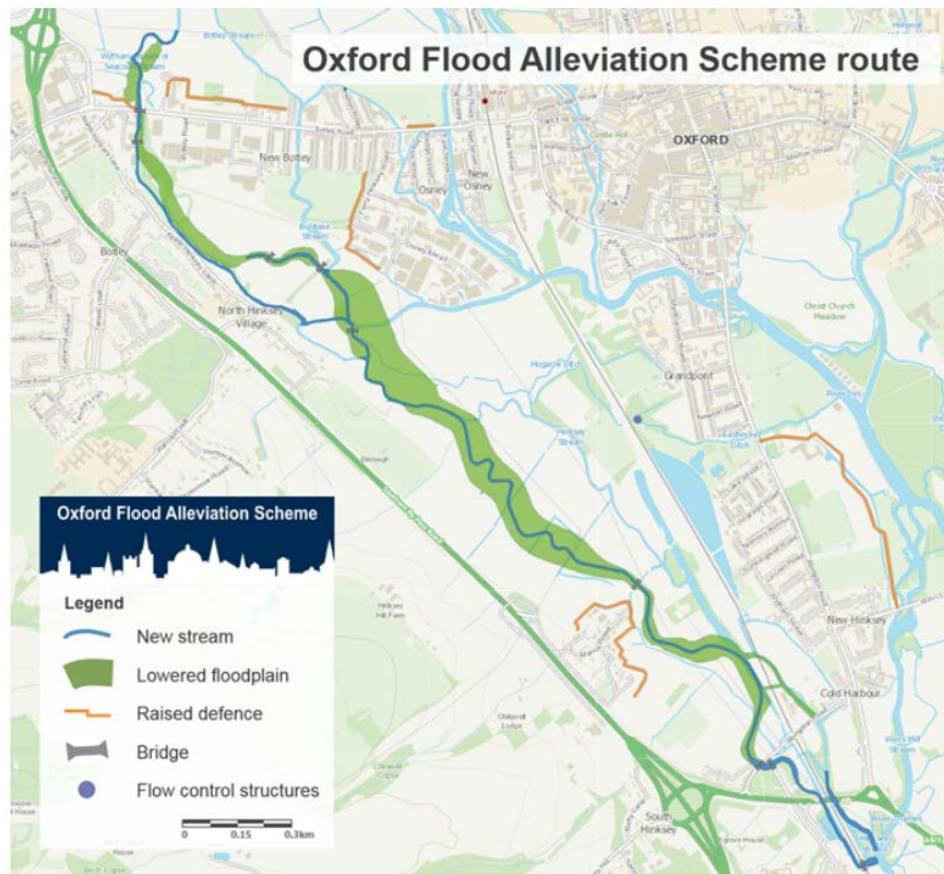


Figure 1: Map showing the extent of the Oxford Flood Alleviation Scheme³

4.2 A Health and wellbeing focused response to Covid-19

The response to Covid-19 and the prioritisation of health and wellbeing is the second key driver of change that provides the context to the preparation of the IDP.

The pandemic created uncertainty about the future and how post-Covid-19 life would impact on infrastructure demands and capacity in the city. The pandemic led to increased levels of working from home, which temporarily reduced travel by private cars – and even once demand returned, it has not necessarily exhibited the same peak demand patterns.

The reduction in the need to commute has impacted public transport demand, which may have longer-term implications for the financial viability of some public transport services. This also has the potential to have an adverse impact on the business cases for some public transport schemes, although reductions in the scope of schemes (or cancellation) would not assist in resolving the climate emergency. Covid-19 has at the same time seen increased levels of active travel, which is likely to increase the already high levels of demand for active travel infrastructure within Oxford.

³ Available at <https://www.gov.uk/government/publications/oxford-flood-scheme/oxford-flood-scheme>

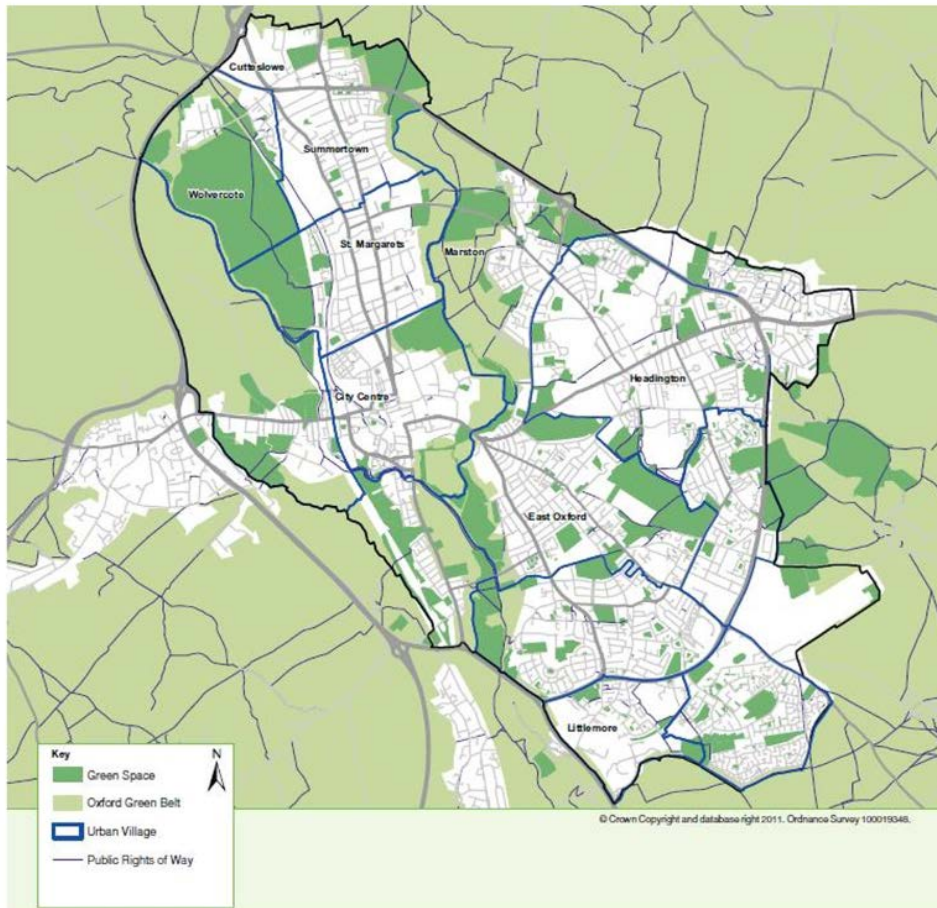


Figure 2: Distribution of green spaces in Oxford⁴

Covid-19 has also raised the profile of mental and physical health inequalities, and the role that access to green space and space for physical activity plays in addressing these inequalities. Given a future in which people are likely to spend much more of their time working from home than they did before the pandemic, the provision of accessible outdoor green space and recreational facilities to contribute towards the health and wellbeing of residents is increasingly important.

Covid-19 has also highlighted the importance of high-quality digital infrastructure provision within people’s homes, as well as their ‘traditional’ workplaces. As well as supporting ongoing demands for home working, digital infrastructure provision has a role in reducing transport demand and enabling new digital ways of working for education, healthcare and businesses. The roll-out of ‘full fibre’ or ‘fibre to the premises’ should be therefore prioritised, as identified by the National Infrastructure Strategy⁵ and Oxfordshire Digital Infrastructure Strategy⁶.

⁴ https://www.oxford.gov.uk/downloads/download/572/green_spaces_strategy_2013-2027

⁵ <https://www.gov.uk/government/publications/national-infrastructure-strategy>

⁶ <https://www.oxfordshire.gov.uk/residents/community-and-living/digital-infrastructure>

5 Approach to growth within Oxford

5.1 Oxford's spatial strategy

Growth in Oxford is constrained by a number of factors. Its historical and natural environment, in combination with issues such as flood risk, mean that many areas cannot be developed. The Local Plan 2040 recognises that growth should be focussed on previously developed land where possible. The strategy for growth focuses development towards the city centre, district centres and transport hubs as the city's most sustainable locations, however it is acknowledged that the city itself is an inherently sustainable location with most locations having good access to a range of sustainable transport modes (i.e., good accessibility for walking, cycling and public transport).

Even with the use of previously developed land, the development need identified for Oxford at the time of preparing the Local Plan 2040 cannot all be accommodated within the city's administrative boundary. Following on from the previous 'unmet need sites' allocated through the previous Local Plan 2036, discussions are ongoing with the districts to see whether additional sites can be found to meet the unmet need resulting from the 2040 Local Plan.

The Local Plan 2040 sets out a number of key themes under which the wider spatial strategy and individual policies are set out:

- A healthy and inclusive city to live in;
- A prosperous city with a globally important role in knowledge, learning and innovation;
- A green biodiverse city that is resilient to climate change;
- A city that utilises its resources with care, protects the air, water and soil and aims for net zero carbon;
- A city of culture that respects its heritage and fosters design of the highest quality; and
- A more equal and inclusive city with strong communities and opportunities for all.

The Local Plan sets out that in order to deliver each of these key elements, infrastructure needs to be funded and delivered in a timely manner to support development. This includes ensuring that roads, local services and facilities can cope with the increased demand resulting from the proposed growth. The Local Plan 2040 also sets out that where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms, as well as using CIL to ensure those who benefit financially from a planning permission will pay towards the cost of funding the infrastructure needed to support that development.

5.2 Development sites within Oxford

The Local Plan 2040 allocates some 50 development sites, in addition to five areas of focus where development opportunities are likely to be focussed. As an urban authority reliant on previously developed land, most of the development sites are allocated as such. In fact, there are fifteen development sites allocated on greenfield land in the Local Plan 2040.

The distribution of growth across small sites presents a challenge for infrastructure planning, funding and delivery. It means that there is often limited scope to provide infrastructure onsite, meaning that offsite solutions on third party land may be required for higher order infrastructure types which serve larger catchments (such as schools). It also means that, although smaller sites in isolation may generate much smaller infrastructure demands individually, the cumulative impact can be significant. However, one advantage of the spatial strategy in infrastructure terms is that there is

generally existing infrastructure provision in close proximity to development sites. This means that the emphasis is often the expansion of existing infrastructure, rather than entirely new provision.

For the purpose of the IDP, the city has been divided into four areas as shown in Figure 3. It is acknowledged that due to the nature of development and its associated infrastructure need and delivery it is difficult to draw hard boundaries.

- Central and West Oxford: the city centre, Jericho, Osney Mead and Botley Road;
- North Oxford: Wolvercote and Cutteslowe;
- East Oxford: Headington, Marston, Barton and Slade Park;
- South Oxford: Hinksey, Iffley, Cowley and Blackbird Leys

The Local Plan sets out a requirement for just over 9,500 new homes and a policy approach to protect, modernise and intensify important employment sites which meet Oxford's key strengths over the plan period from 2020 to 2040.

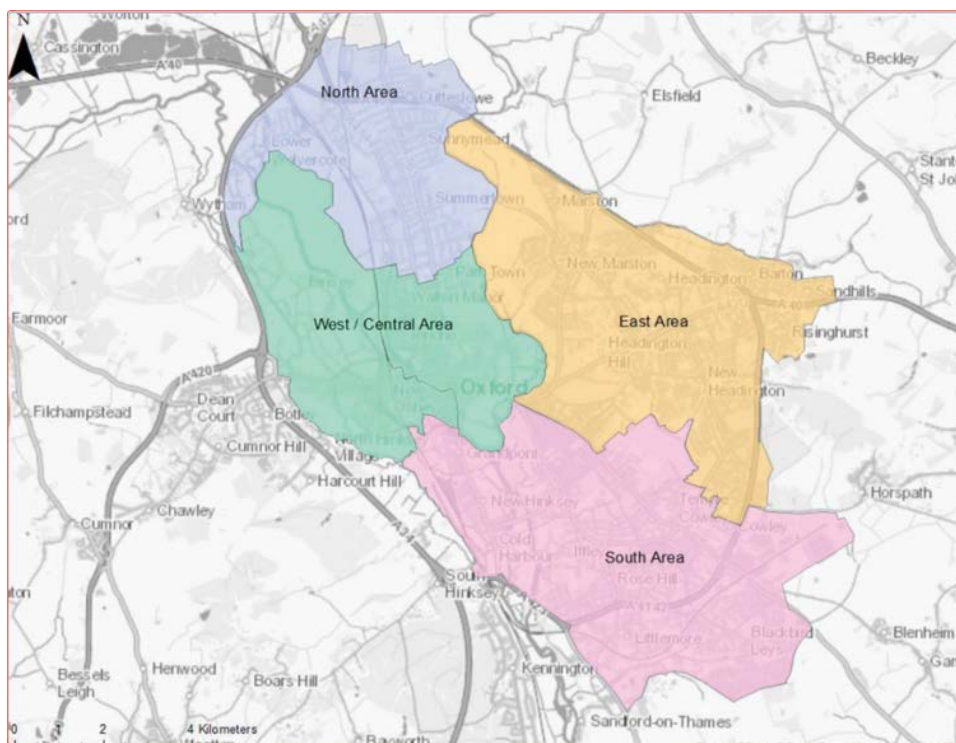


Figure 3: The four infrastructure quadrants for Oxford.

The Local Plan 2040 does not allocate any new sites for employment-related uses, relying instead on a strategy of intensification and modernisation at existing employment sites and in the city and district centres. The Employment Land Needs Assessment demonstrates that this approach will lead to sufficient employment land coming forward within the plan to meet the city's employment needs to 2040.

5.3 Unmet need sites beyond the city boundary

The evidence base for the 2040 Local Plan demonstrates that it is not possible to meet Oxford's identified housing need within the city's administrative boundary. As a result, discussions have been taking place with Oxford's neighbouring district authorities to see whether it would be possible to accommodate any of the unmet housing need, as was done with the previous round of Local Plans. The Duty to Co-operate Statement sets out the formal agreed position.

6 Approach and Methodology

This IDP builds on the work undertaken by Arup (published in 2022), which involved an extensive and comprehensive research and engagement process with stakeholders. This IDP provides an update to that document and refreshes the Infrastructure Delivery Schedule following another round of discussions with key stakeholders. It also updates the review of existing strategy documents found at Appendix A to ensure that the most recent documents have been given consideration in this version.

6.1 Research and engagement

Arup did extensive stakeholder engagement and consultation in 2021 with key infrastructure stakeholders, which was followed up by further engagement in 2023 with certain stakeholders. Table X below shows the broad range of stakeholders contacted throughout the process and their related infrastructure functions.

Stakeholder	Infrastructure types discussed
Oxfordshire County Council	Active Travel Bus Services Rail Services Highways Primary education Secondary education Special educational needs provision Social care provision Libraries Fire and rescue Digital infrastructure
Oxford City Council	Green Spaces Playing pitches Community centres Leisure centres Cemeteries
Highways England	Highways
Buckinghamshire Oxfordshire and Berkshire West Integrated Care Board (BOB ICB)	Primary Healthcare
Thames Valley Police	Policing
Scottish Southern Electricity (SSE)	Electricity Supply
Scotia Gas Networks (SGN)	Gas Supply
Thames Water	Water supply Sewerage

Table 1: Infrastructure providers engaged with during the production of the IDP and Local Plan 2040

There were two infrastructure types where it was attempted to engage with stakeholders throughout the production of the IDP but was ultimately unsuccessful – secondary healthcare and allotments. The IDP has relied on information already in the public domain for the consideration of these infrastructure types.

Engagement with other Oxfordshire authorities

Infrastructure needs and infrastructure networks do not align with administrative boundaries, making it important to discuss potential cross-boundary infrastructure implications with neighbouring authorities. This is particularly the case for this IDP, given the proximity of the large unmet need sites to Oxford on all sides. In January and February 2021 online meetings were held with officers from Cherwell District Council, South Oxfordshire District Council and Vale of White Horse District Council. Email correspondence also took place with officers from West Oxfordshire District Council.

These meetings covered:

- The pattern of existing cross-boundary infrastructure demand, both from those districts into Oxford and from Oxford out into those districts;
- Specific infrastructure provision associated with development on the unmet need sites close to Oxford's boundary, including the potential for this to serve growth within nearby parts of Oxford.

6.2 Producing the infrastructure delivery schedule

Stage 1 generated a significant volume of information, and suggestions for a wide array of infrastructure schemes. Some of these were at an advanced stage and eminently worth of inclusion in the Infrastructure Delivery Schedule (IDS). Others required further discussions or information from stakeholders in order to understand whether a specific scheme existed, or whether the development of a scheme would need to follow at a later stage.

Regular ongoing discussions have been undertaken with Council officers to assist in this process of refinement – for example, to understand whether identified schemes would in practice be likely to be capable of being funded through developer contributions. Using this as a basis, the Infrastructure Delivery Schedule was progressively compiled. The introduction to Annex A sets out details of the information included in the Schedule, the definitions used and basis upon which these were established.

Establishing demand

For most infrastructure types, infrastructure providers have indicated what infrastructure will be required to support development. However, there are a small number of infrastructure types for which this has not been possible, either due to unique circumstances within Oxford or the need for further evidence-gathering to take place in the context of the new Local Plan. Because of these circumstances the IDP does not prescribe a modelled approach to establishing demand.

- **Primary healthcare:** All residents in new development will expect to register with a GP surgery. Patient yields within Oxford are typically skewed by the city's demographics, with a significant population of young adult students who typically exhibit lower levels of need for primary healthcare. The approach to establishing patient demand is therefore more nuanced than applying a straightforward ratio. At this stage it has not been possible for BOB ICB to indicate how much new capacity might be required, although BOB ICB has nevertheless indicated that levels of growth in the current Local Plan will necessitate the provision of new surgery capacity within the city.

- **Green infrastructure:** Chapter 4 of the Local Plan 2040 establishes a network of green infrastructure across Oxford. It sets out requirements for this network to be protected from development, and for new development to contribute to its enhancement. This reflects the large expanse of the city’s green infrastructure network, and means that ratio-based approaches to establishing green space requirements (i.e., a certain amount of space based upon the number of residents in an area) would be inappropriate. However, Policy G2 in the Local Plan 2040 does require 10% of new residential sites over 1.5ha to be delivered as new public open space.

Establishing Infrastructure Costs

The IDP uses the experience of infrastructure providers to establish the costs of each infrastructure item set out in the Infrastructure Delivery Schedule – either on the basis of specific costs, or formulae. However, in a small number of cases this has not been possible. In these cases, costs have been established as follows:

- **Education:** Costs for new primary school schemes set out in the IDS have been derived from the Department of Education’s 2021 Scorecard⁷. This sets out average costs for school construction (both new-build and extension) in each local education authority. For primary school extensions, the Oxfordshire cost is £4.08million - a form of entry equating to 210 pupils, i.e., 30 pupils in each of a primary school’s seven year-groups. This is derived from the scorecard’s cost of £19,447 per pupil.
- **Allotments:** A cost estimate has been established for new allotment provisions identified in the IDS. This is based on Building Cost Information Service (BCIS) estimates across a period from 2017 to 2021, adjusted to reflect our experience of live projects. A South East regional variation adjustment factor of 0.98 has also been applied. This results in an estimated cost of £24,494 per hectare of provision, not including land costs.

For some schemes it is not currently possible to estimate a cost (with that being noted within the Infrastructure Delivery Schedule where relevant) – either due to a lack of detail about the scheme at this stage, or because costs have not yet been formulated by the delivery body. In all cases, the costs set out in the Infrastructure Delivery Schedule should be treated as indicative, with more detailed re-calculation being necessary at the time development comes forward or funding applications are made.

⁷ <https://www.gov.uk/government/statistics/local-authority-school-places-scorecards-2021>

Conclusions by Infrastructure Theme

This chapter sets out conclusions for each of the infrastructure types considered throughout the preparation of the IDP. Under each theme, the following are set out:

- The pattern of existing provision for that infrastructure type, including any challenges and capacity issues that have emerged through the discussions undertaken with infrastructure providers;
- A summary of the schemes set out within the Infrastructure Delivery Schedule (Annex A) which have been identified to address the impacts of the growth planned within the Local Plan 2040 or are otherwise required to address wider pressures.

7.1 Transport

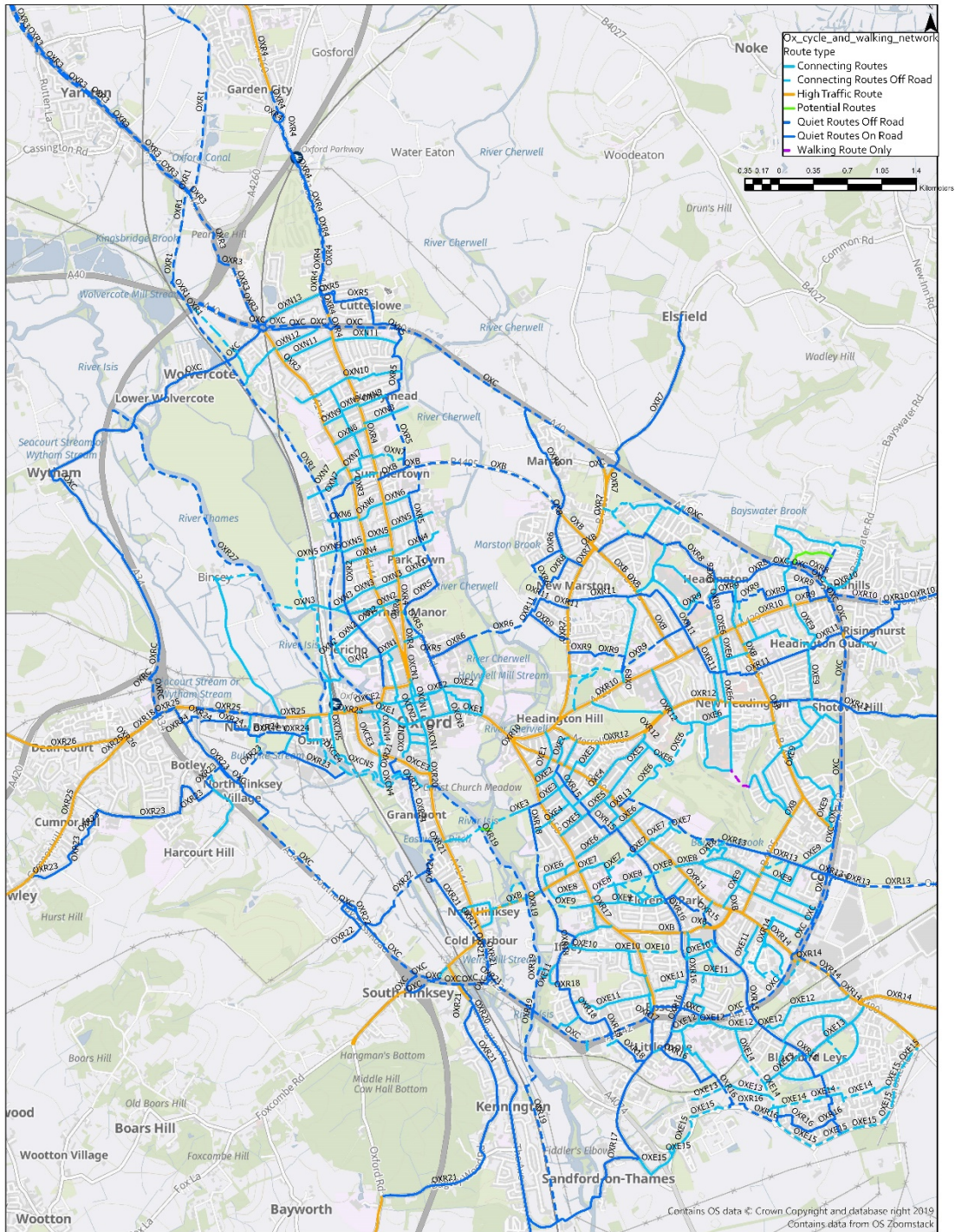
This section considers all modes of transport provision within Oxford. Transport infrastructure of one form or another is likely to be utilised by most residents on a daily basis, as well as by visitors to the city. The provision of transport infrastructure, particularly that which supports the transition to zero carbon, therefore has a crucial impact on how the city operates – on the environment, on the economy, and on quality of life. The following infrastructure types are considered:

Existing provision

Active Travel - Statistics produced by the Department for Transport show that Oxford has an extremely high rate of cycling – 41.7% of residents cycle at least once per month, compared to an average of 13.1% for England as a whole. This is despite the relatively undulating terrain in East Oxford and South Oxford, and is second only to Cambridge at a national level. Figure 4 on the following page shows the city's comprehensive active travel network around the city, with a large number of low and zero traffic 'quiet routes', for example along the River Thames corridor. However, it is notable that the majority of the active travel network is on street in mixed traffic.

Bus services – Oxford benefits from a comprehensive network of bus services. Figure 5 shows that these primarily serve radial corridors, with the majority of corridors providing multiple overlapping routes into the city centre, with high combined service frequencies which generally operate on a 'turn-up-and-go' basis without the need to first check a timetable. There are a smaller number of circumferential services between North Oxford, East Oxford and South Oxford; providing access to major destinations such as the JR Hospital without the need to pass through the city centre. Oxford is also served by a comprehensive network of park and ride sites on the edge of the city adjacent to the strategic road network, providing car drivers with viable alternatives to driving into the city centre. These can suffer from capacity constraints at peak times. Oxford's bus services are mostly provided by two operators – the Oxford Bus Company and Stagecoach. SmartZone inter-operator tickets are available, providing passengers with flexibility to catch any bus rather than having to wait for those of a specific operator.

Oxford Cycle and Walking Network for LCWIP



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Figure 4: Oxford Cycle and Walking Network for Local Cycling and Walking Investment Plan (LCWIP)⁸

⁸ https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport/OxfordLCWIP_202v1.1.docx

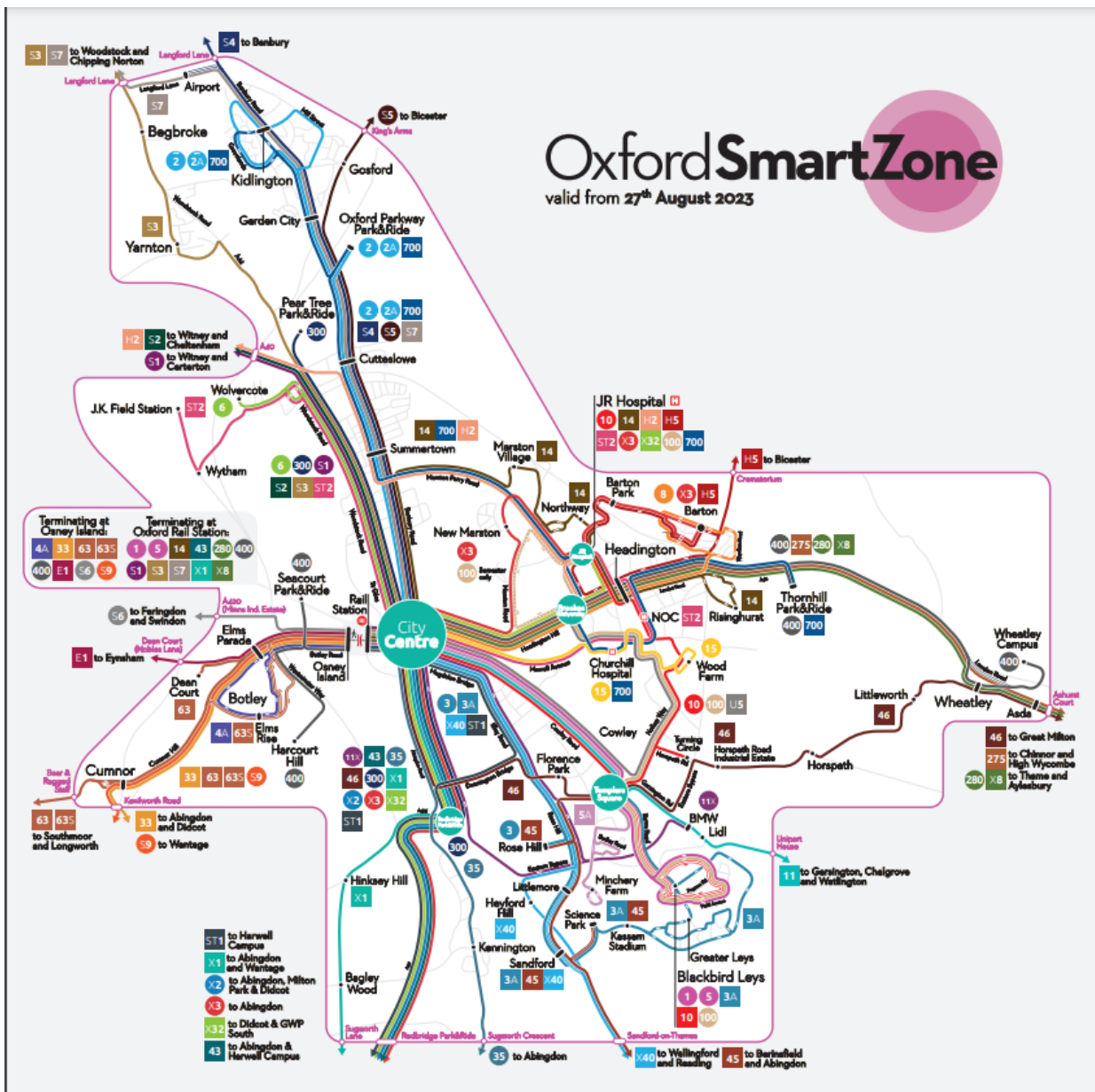


Figure 5: Bus services across all operators within Oxford and adjacent parts of Cherwell, South Oxfordshire and Vale of White Horse⁹

Rail Services

There is one railway station within Oxford, on the western edge of the city centre. This provides five main services, with direct connections to a large part of the UK:

- GWR services to Didcot, Reading and London Paddington;
- GWR services via the Cotswold Line to Worcester;
- GWR local stopping services to Banbury;
- CrossCountry services north to Banbury, Birmingham and Manchester; and south to Southampton and Bournemouth;

⁹ <https://www.oxfordbus.co.uk/services>

- Chiltern Railways services to Bicester, High Wycombe and London Marylebone.

Both the railway station and railway line through Oxford are significantly constrained and operate above capacity, with limited flexibility in the event of delays and disruption.

North Oxford is also served by Oxford Parkway Railway Station, located a short distance beyond the city's northern boundary in Cherwell District. This provides services on the Chiltern Railways route to London Marylebone.

Highways

Figure 6 below shows Oxford's highways network. It has a clear pattern of radial routes out from the city centre, with a relatively limited range of circumferential routes. The radial routes connect to with the ring road which is partly within and partly outside the city boundary. Despite the high levels of active travel provision within the city and range of high-quality bus services, Oxford still suffers from vehicular congestion and its associated air quality impacts. This partly reflects the historic nature of much of the city, with many streets physically incapable of handling larger amounts of traffic. This has resulted in the need to restrict through traffic from much of the city centre. The ring road also suffers from a need to accommodate long-distance vehicular flows as well as supporting local traffic, with significant congestion.

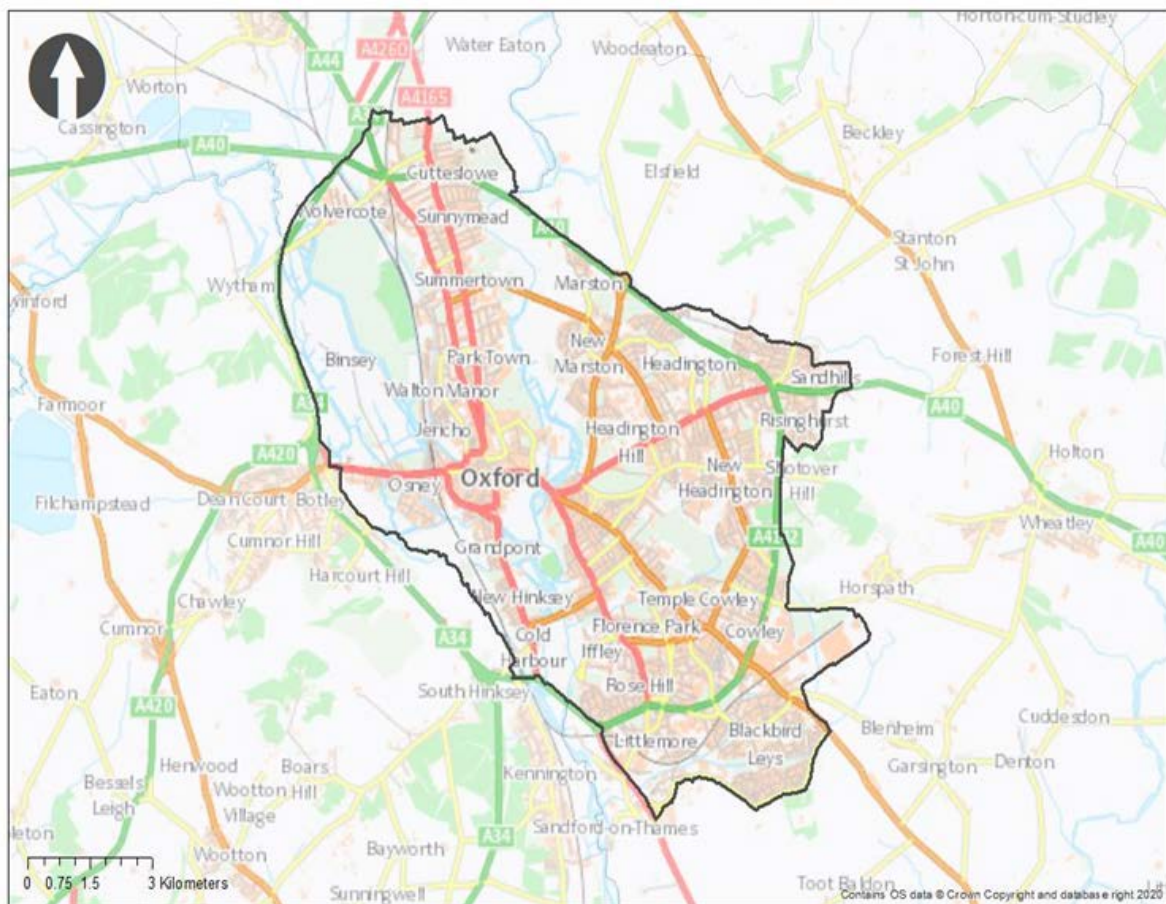


Figure 6: Map showing the highway network in and around Oxford

Schemes to address growth and other needs

The majority of schemes in the Infrastructure Delivery Schedule are transport schemes, and the majority of these are active travel schemes. The Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) provides a comprehensive set of schemes to improve the active travel network around the city and provide connections to new development sites, with a mixture of on-street and off-street routes. Other notable schemes include the packages to provide new bus services on circumferential corridors around the city (such as around the Eastern Bypass), and the cluster of schemes to improve rail connectivity into Oxford. This includes the Cowley Branch Line, a railway reopening scheme which would provide Oxford's first intra-city rail service – with trains from Cowley to the City Centre in just a few minutes, and easy onward connectivity to the rest of the UK. This is an important scheme to support growth in the south of the city, as well as on the unmet need sites in South Oxfordshire.

Most of the highway schemes identified are focussed on decarbonisation and otherwise reducing environmental impacts from road traffic – for example, the provision of electric vehicle charging infrastructure and introduction of a zero emissions zone for the City Centre. Other than providing connections to new development sites, there are deliberately very few highway schemes with a focus on improving access and reducing journey times for motorists.

7.2 Education

This section considers the full spectrum of education provision within Oxford. The provision of high-quality education infrastructure has a huge role to play in the social fabric of the city, and its location has important interactions with transport given the need to ensure sustainable patterns of movement for education. The following infrastructure types are considered:

Existing Provision

Primary Schools - Figure 7 below shows the distribution of primary schools within Oxford. There are 32 primary schools across the city, generally well distributed, although with relatively few in Central and West Oxford. From discussions with Oxfordshire County as local education authority, it is understood that the provision of new schools has typically kept up with rates of development in recent decades. Given changing demographics within the city, there is now a relatively significant amount of spare capacity within a number of the city's primary schools.

Secondary schools – Figure 7 shows the distribution of secondary schools in Oxford. There are 10 secondary schools around the city in total, again broadly evenly distributed. Whilst there are no secondary schools within Central and West Oxford, pupils in West Oxford are within a relatively short commute to Matthew Arnold School in Botley (Vale of White Horse District) and pupils in the City Centre have easy access to schools in other parts of the city. As with primary schools, it is understood from discussions with Oxfordshire County Council that there is a relatively significant amount of spare capacity within the city's secondary schools.

Special educational needs provision – Oxford has five schools providing special educational needs and disability (SEND) provision. In addition, three of the city's other schools (two primary, one secondary) provide some on-site SEND provision. Each of these eight schools provides specialised provision, reflecting that SEND is generally provided on a county-wide basis. This means that the

city’s SEND schools serve a wide catchment, with some pupils from Oxford travelling out of the city to schools elsewhere. Oxfordshire County Council has indicated that there are new SEND schools being provided elsewhere in the county at present, with no significant need for new SEND provision within Oxford at the current time.

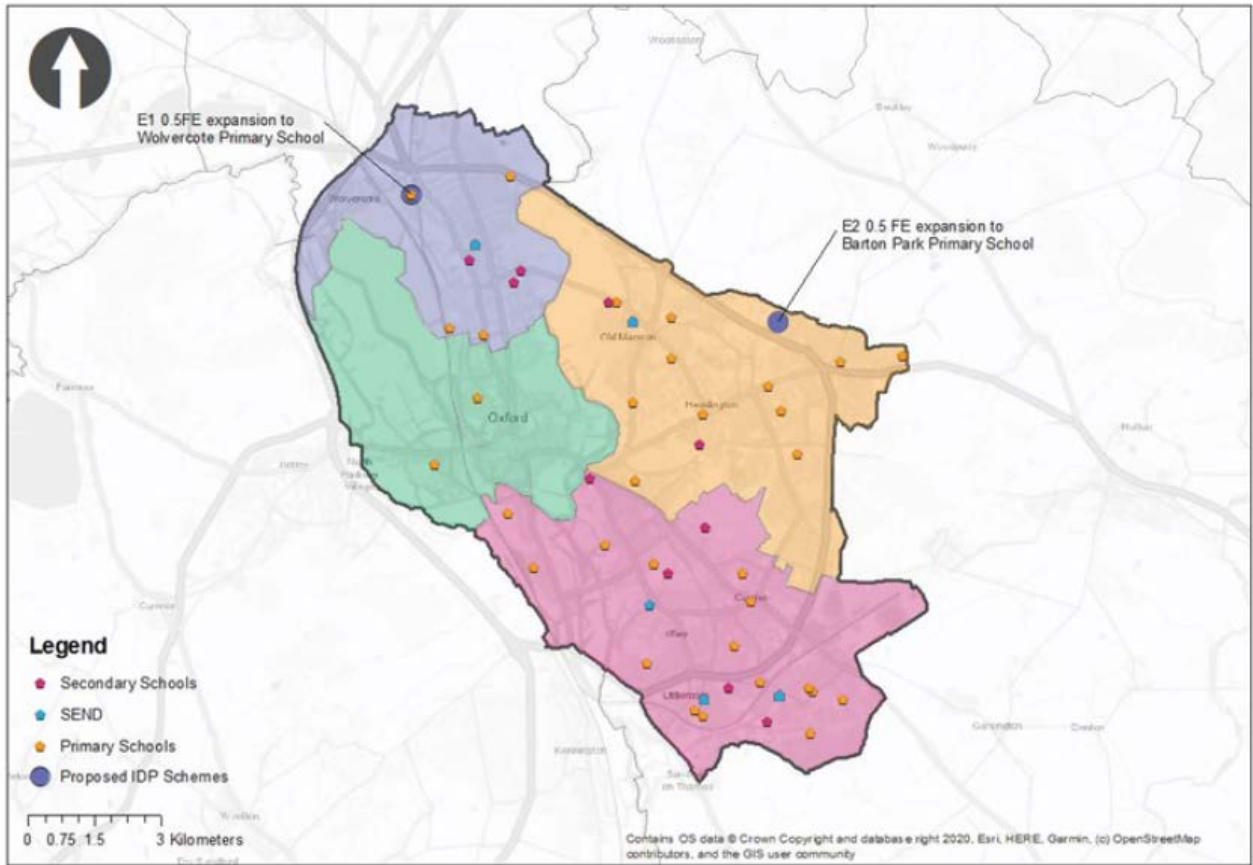


Figure 7: Primary schools, secondary schools and special educational needs provision within Oxford, alongside education schemes identified in the Infrastructure Delivery Schedule

Schemes to address growth and other needs

The Infrastructure Delivery Schedule contains two education schemes – both relatively minor (0.5 Form of Entry, equivalent to 105 new pupils) extensions to existing primary schools. The first, at Wolvercote Primary School, would serve growth across North Oxford; with an extension to the new Barton Park Primary School (passive provision for this extension was included as part of the new school’s initial construction) serving growth across East Oxford.

7.3 Healthcare

This section considers healthcare provision within Oxford. The provision of the right healthcare infrastructure is crucial to wellbeing and quality of life. The following infrastructure types are considered:

Existing Provision

Primary Healthcare - Oxford is currently served by 24 GP surgeries, distributed in all parts of the city. There is some notable clustering of surgeries, for example around Beaumont Street in the city centre where there are three adjacent surgeries, and around the JR Hospital where there are three surgeries in close proximity. From previous discussions with BOB ICB there are understood to be significant constraints within some existing surgeries, with these being close to capacity with no room to expand. This includes small existing surgeries located within former dwellings, where expansion would either be inappropriate (given the ongoing presence of adjoining residential properties) or is physically impossible.

Secondary Healthcare - Oxford has three main hospitals – the John Radcliffe Hospital providing general care, the Churchill Hospital providing cancer treatment and other specialist care, and the Nuffield Orthopaedic Centre. In addition, the Warneford Hospital provides mental health care, and the Manor Hospital provides private care. All five of these hospitals are located in relatively close proximity in and around Headington – a significant secondary healthcare cluster which serves a regional catchment as well as Oxford and Oxfordshire. Like all secondary healthcare provision nationally, particularly in the context of Covid-19, the four NHS hospitals are operating under challenging circumstances. The Oxford University Hospitals Trust was rated as ‘requires improvement’ by the Care Quality Commission in 2019¹⁰ – however, this related to the specific condition of operating theatres which have since been refurbished. Throughout the process of preparing the IDP, no developed plans for immediate investment in secondary healthcare in the city were identified.

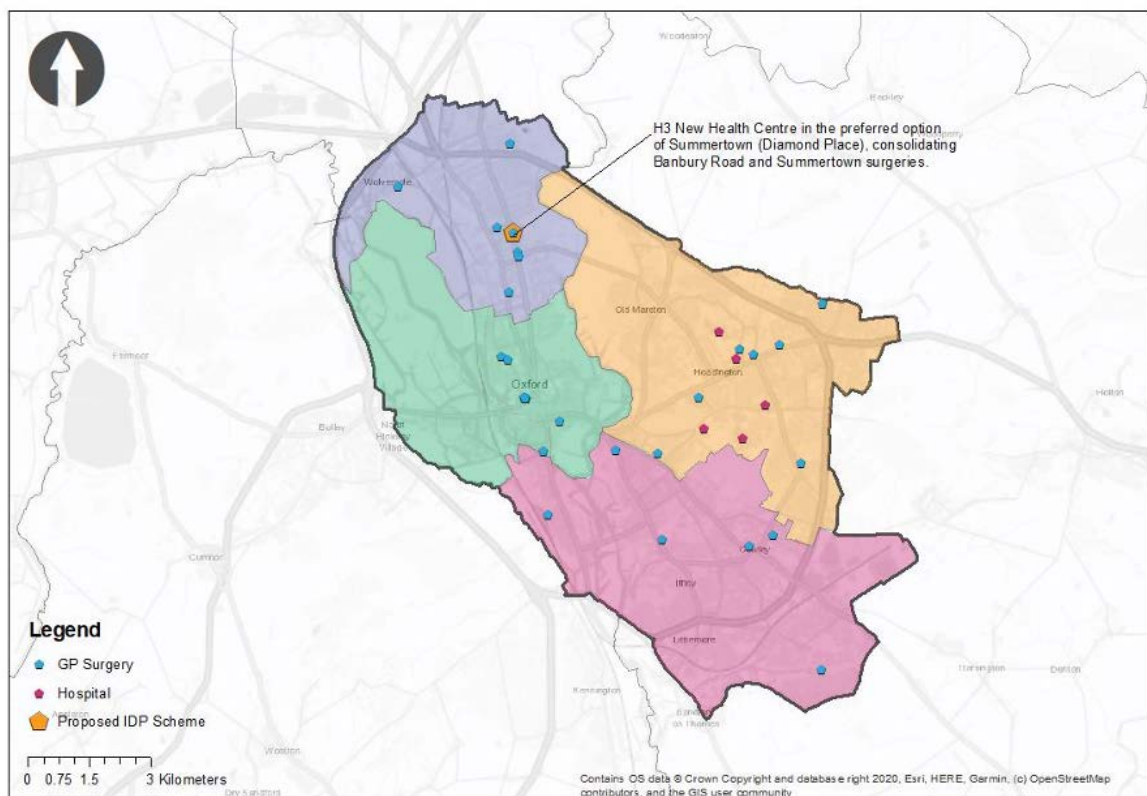


Figure 8 - GP surgeries and hospitals within Oxford, alongside healthcare schemes identified in the Infrastructure Delivery Schedule

¹⁰ <https://www.ouh.nhs.uk/about/hospitalratings.aspx>

Social care provision – In 2016 the Council undertook a review of older person’s accommodation in Oxford¹¹. This considered the current provision of sheltered and other housing options for older people aged 55+ in Oxford and found that there is a range of sheltered and general needs accommodation provided in Oxford. Demand and take-up is relatively low, with the waiting list for extra care schemes being relatively short. It was therefore concluded that social care provision within Oxford currently meets demand, and the Local Plan makes no specific allocations for new accommodation for older persons.

Schemes to address growth and other needs

The Infrastructure Delivery Schedule includes two healthcare schemes, which are related to one another. The first is a proposal for a new health surgery in Summertown, North Oxford (BOB ICB’s preferred option being for it to be within the Diamond Place redevelopment), allowing the merger and replacement of the existing Banbury Road Surgery and Summertown Surgery. This scheme has the potential to accommodate new patients from development elsewhere in North Oxford. The BOB ICB has indicated its desire for this scheme to also allow a merger with the existing Wolvercote Surgery. Development has also been completed at Northgate¹² within the City Centre, providing a new surgery allowing the merger of surgeries currently located on Beaumont Street. However, it is understood that this will not cater for any additional new patient demand.

7.4 Green Infrastructure

This section considers all forms of green infrastructure provision within Oxford. Green infrastructure provides an important amenity and is as important to plan for as what might traditionally be thought of as ‘grey’ infrastructure, such as utilities. It is likely to be enjoyed on a frequent basis by most residents and visitors – if not to physically use, as a backdrop and visual amenity that frames the city’s unique sense of place. Much like healthcare infrastructure, green infrastructure plays an important role in ensuring the physical and mental wellbeing of residents, while also being key in ensuring resilience to future climate change impacts. An example of this is through cooling to counter urban heat island effects, as well as acting as water storage and slowing surface run-off, reducing flood risk. The following infrastructure types are considered:

Existing Provision

Green spaces – Oxford benefits from a diverse array of green spaces – from the wide, open meadows along the river corridors which form distinctive green infrastructure wedges that define the city’s character, to large formal parks such as University Parks and South Park, to smaller amenity green spaces around the city. Many of these green spaces are designated – either nationally or locally – for their biodiversity value and serve as a key component of the wider ecological network (e.g., SAC, SSSIs and local wildlife sites etc.). These are shown in Figure 9 below. The Council published a Green Spaces Strategy⁴¹ in 2013 examining existing provision and setting out a number of improvement schemes – however, the evidence behind this study is now

¹¹ [https://www.oxford.gov.uk/downloads/file/5607/hou4 - review of older persons accommodation in oxford](https://www.oxford.gov.uk/downloads/file/5607/hou4_-_review_of_older_persons_accommodation_in_oxford)

¹² <https://www.jesus.ox.ac.uk/cheng-building/>

increasingly out of date, with most schemes now having been implemented. Through discussions with Council officers it is understood that Oxford's focus is on enhancing existing green space provision – this reflects the limited scope to provide new green infrastructure (except on development sites) due to the constrained nature of the City.

Playing pitches – Oxford has a wide range of playing pitch provision across all parts of the city – shown in Figure 9 below. However, not all of this is publicly accessible, including many school playing fields and the various recreation grounds belonging to University of Oxford colleges. The City Council published a Oxford's Playing Pitch Strategy in 2022, which found that there is currently some shortage of playing pitch provision. However, the strategy does not suggest that additional new pitches are not required to meet the shortfall. Instead, it suggests that once those unsecured pitches that have community use are added back in, or sites that are interested in starting to offer community use, plus planned third generation artificial pitch (3G) developments are included; there appears to be adequate provision for all sports.

Allotments – Oxford has a range of allotment sites and sizes spread throughout the city, although it is noted that there are relatively few sites within North Oxford (Figure XX below). It is understood that the Oxford & District Federation of Allotment Associations has a waiting list, suggesting that there is an undersupply of allotments at the present time, as well as many existing allotments requiring improvement.

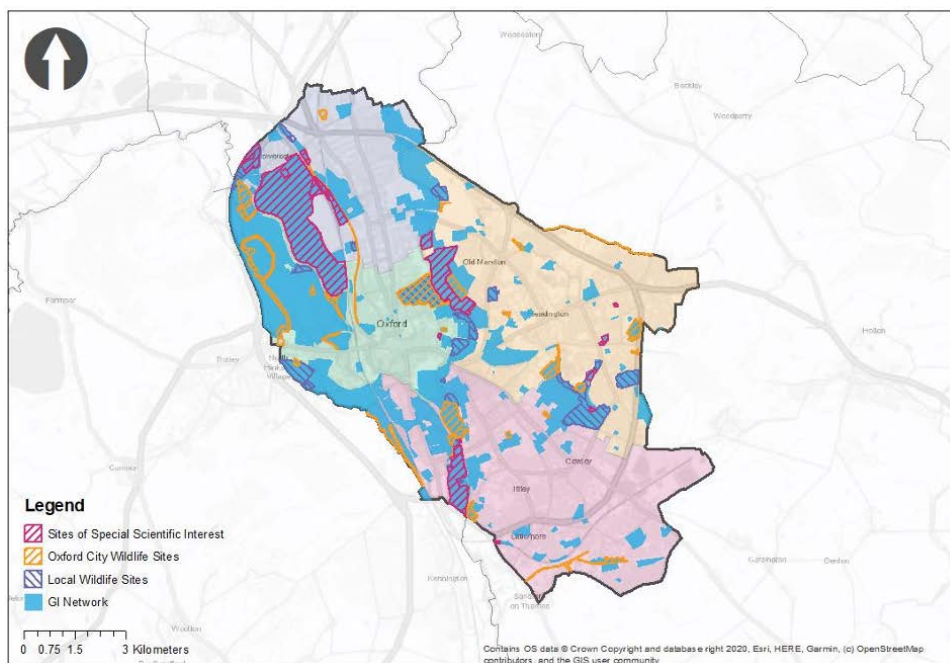


Figure 9: Oxford's network of green infrastructure assets, also showing wildlife sites, and Sites of Special Scientific Interest

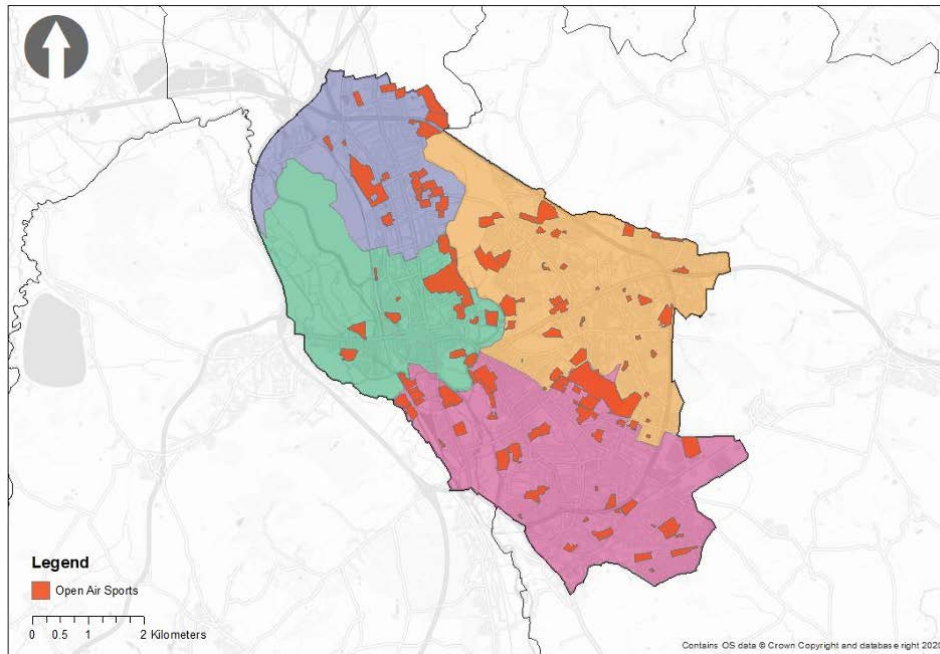


Figure 10: Locations of open-air sports and playing pitch provision within Oxford

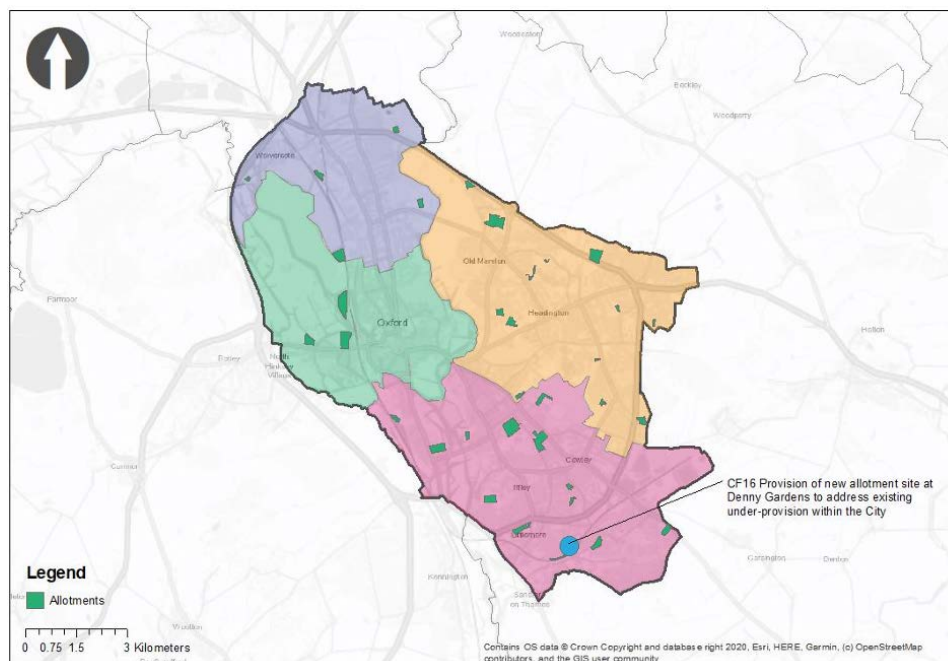


Figure 11: Locations of existing allotments within Oxford, and the location of a new allotment scheme identified in the Infrastructure Delivery Schedule

Schemes to address other needs

The Infrastructure Delivery Schedule includes eight green infrastructure schemes. These primarily relate to specific short-term public realm and biodiversity enhancement schemes – some of these would address existing needs, whilst others would serve new development sites in the vicinity. The Oxford & District Federation of Allotment Associations has also identified a specific scheme to provide new allotments at Denny Gardens in South Oxford, partly addressing the shortfall identified above.

In the absence of an up-to-date Green Spaces Strategy, the coverage of schemes in the Infrastructure Delivery Schedule is considered incomplete. This results in a risk that any emerging green infrastructure needs within the city will go unaddressed, particularly given the increased focus on green infrastructure to provide for residents' health and wellbeing following the Covid-19 pandemic (see Section 4.2).

7.5 Community Facilities

This section considers all forms of community facility provision within Oxford. Community facilities form the backdrop to some of the most important events in our lives – they are places to gather, share ideas, relax, keep fit, learn and much more. The provision of community facilities provides for many of our human needs, and contributes to quality of life, through reducing loneliness, improvements in mental health and the building of social cohesiveness. The following infrastructure types are considered:

Existing Provision

Community centres – Oxford has a large number of community centres – Figure 12 shows that these are spread across all areas of the city, although there is a greater concentration in East Oxford and South Oxford.

Leisure centres – Oxford has four indoor leisure centres providing a general range of sports and leisure facilities, in addition to two more specialist facilities – the Oxford Ice Rink in the City Centre, and Hinksey Outdoor Pool in South Oxford. These are considered to offer a relatively good coverage of provision, well located relative to growth locations. However, it was noted through discussions with the Council's leisure team that several are in need of refurbishment. Projects are already being undertaken to reduce the carbon emissions from some leisure centres, such as air source heat pump installation at Hinksey Outdoor Pool.

Libraries – Oxford has eight libraries, spread across all parts of the city (Figure 14). The services offered through these have changed in response to demand in recent years, but are not generally considered to be constrained. However, the need for improvements at some libraries have emerged through our discussions with Oxfordshire County Council.

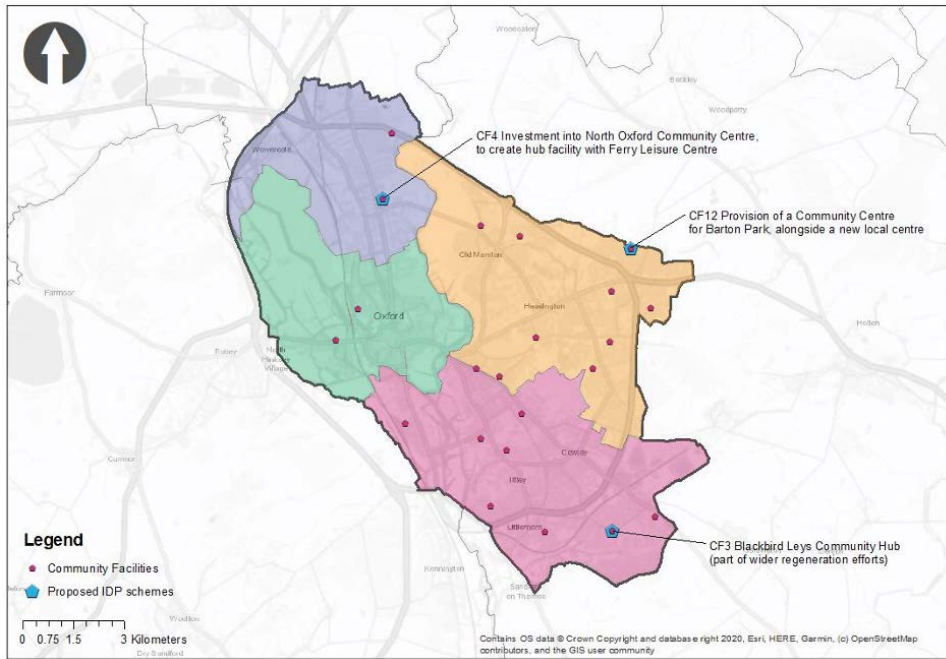


Figure 12: Locations of existing community centres within Oxford, and the location of community centre schemes identified in the Infrastructure Delivery Schedule

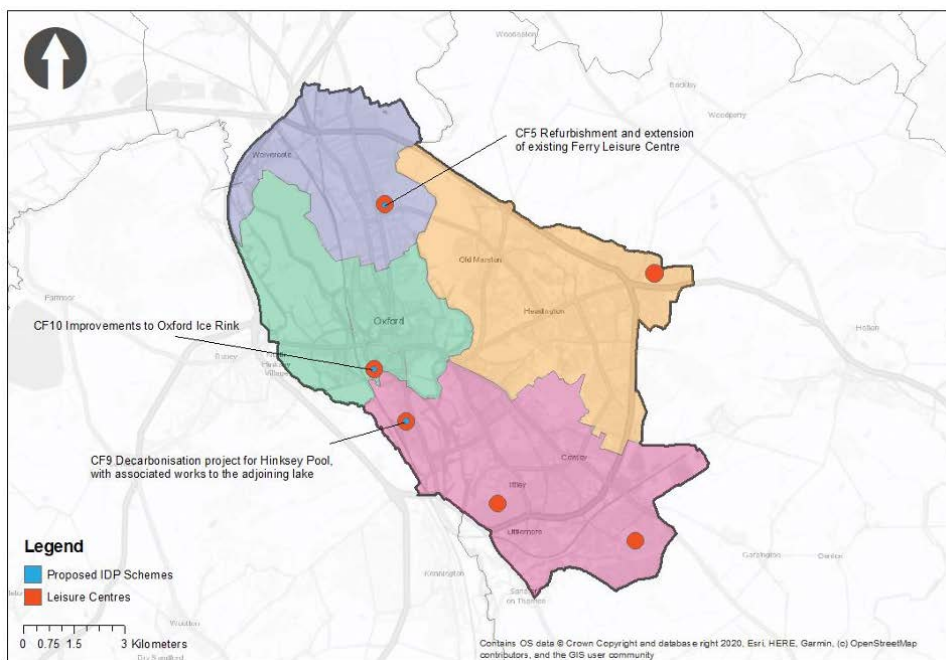


Figure 13: Locations of existing leisure centres within Oxford, and the location of leisure centre schemes identified in the Infrastructure Delivery Schedule

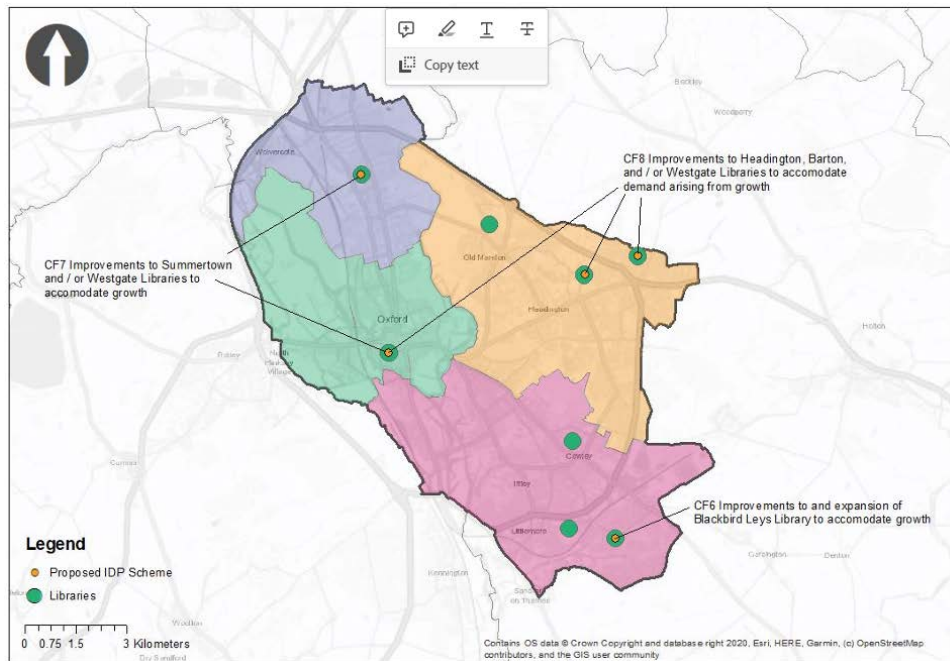


Figure 14: Locations of existing libraries within Oxford, and the location of library schemes identified in the Infrastructure Delivery Schedule

Cemeteries - Oxford has four cemeteries – Botley Cemetery (Central and West Oxford), Headington Cemetery (East Oxford), Rose Hill Cemetery (South Oxford) and Wolvercote Cemetery (South Oxford). In addition, Oxford Crematorium is located close to Headington, within South Oxfordshire District. It is understood from our discussions with Council officers that new cemetery capacity will be required to accommodate the demand associated with planned development.

Policing – Oxford has two police stations – St Aldates Police Station in the City Centre, and Cowley Police Station in South Oxford. From discussions with Thames Valley Police, it is understood that these provide sufficient coverage for current policing requirements. Thames Valley Police has indicated that the policing estate is kept under regular review, and that new development within the city has the potential to require new or expanded police buildings and equipment.

Fire and rescue – Oxford has two fire stations – Rewley Road Fire Station in the City Centre, and Slade Park Fire Station in East Oxford. From our discussions with Oxfordshire Fire and Rescue Service and Oxfordshire County Council, it is understood that these provide sufficient coverage for current fire and rescue requirements. Oxfordshire Council has indicated that the fire and rescue estate is kept under regular review, and that new development within the city has the potential to require new capital spend on fire and rescue. However, at the current time, Oxfordshire County Council has not identified any specific requirements.

Schemes to address growth and other needs

The Infrastructure Delivery Schedule includes eight schemes for community facilities, across all community facility types except for policing and fire and rescue. Nine of these relate to the refurbishment or expansion of existing facilities, with only one being directly related to planned growth – that being the provision of a new community centre for the Barton Park development. This reflects the nature of the development planned in the city, which is generally set within and around existing communities. This provides an opportunity to fund and support the viability of valued

facilities that already exist. The need for capacity increases at existing cemeteries within Oxford is planned to be met at the Shotover Cemetery, which is a cross-boundary scheme with South Oxfordshire District Council. The City Council recently announced work is progressing to deliver a new public green space and tranquil burial meadow¹³ on land it owns just outside the city's administrative boundary.

7.6 Utilities

This section considers all forms of utility provision within Oxford. Utilities infrastructure is essential to the effective day-to-day functioning of our homes, workplaces, leisure facilities and open spaces. The following infrastructure types are considered:

Existing provision

Electricity supply – From our discussions with Scottish and Southern Electricity (SSE), it is understood that the city's electricity network performs relatively well at present. However, in some areas the network operates relatively close to capacity, meaning that reinforcements are needed to support significant amounts of new development.

Gas supply – From our discussions with Scotia Gas Networks (SGN), it is understood that the city's gas supply network generally has capacity for the levels of development proposed within the Local Plan 2040. This position would need to be confirmed at the point developers make connection requests to SGN (as capacity could continue to be consumed in the meantime), but this would be a matter between SGN and developers. SGN has also indicated a likely need to undertake like-for-like replacements of some older parts of the city's gas supply network in the medium term, with a number of schemes under development. However, these are not currently in the public domain.

Fresh water supply and sewerage – Thames Water have indicated that the scale of development across the local catchment (which extends beyond the city boundary) is likely to require upgrades to water supply and sewerage networks. Thames Water have also confirmed that funding is available for the delivery of a major increase in treatment capacity at the Sandford Wastewater Treatment Works (WWTW).

Flood risk mitigation – Oxford is bisected by the River Thames and River Cherwell, with large areas to either side of both rivers being at risk of flooding. The climate emergency is increasing this risk, with more frequent and severe flooding likely in the future.

Digital infrastructure – Some 99.3% of properties within Oxford have superfast broadband, with 90% capable of receiving ultrafast broadband. Whilst this is a high level of connectivity, Oxfordshire County Council aspires to increase this coverage further. There is also the likelihood of additional digital infrastructure schemes required as technology changes, to accommodate 5G, autonomous vehicles etc.

¹³ https://www.oxford.gov.uk/info/20359/building_projects/1580/oxford_burial_meadow

Schemes to address growth and other needs

The Infrastructure Schedule includes seven utilities schemes. Three of these are critical capacity upgrades within the city's electricity supply network to meet the demand being generated by new development on a number of sites around the city. Two relate to major sewerage and flood defence works, both of which are of national significance and are fully funded but recorded for completeness (see Oxford Flood Alleviation Scheme, Section 4.1).

The final scheme is digital infrastructure – the progressive countywide rollout of full fibre broadband to commercial buildings. This programme is a tactical approach by Oxfordshire County Council, as it lays the ground for commercial providers to then extend fibre connectivity to nearby residential properties at their own expense.

8 Appendix A – Review of Existing Strategy Documents

At the outset of the project a detailed review of a comprehensive array of existing documents, policy and context was undertaken. This included:

National Policy Context

- National Planning Policy Framework (2021)
- Planning Practice Guidance – Plan-making (2019)
- Planning Practice Guidance – Viability (2018)
- National Infrastructure and Construction Pipeline 2022/23 (2023)
- The Community Infrastructure Levy (Amendment) (England) Regulations (2019)

Oxford City Policy Context

- Oxford Local Plan 2036 (2020)
- Draft Oxford Local Plan 2040 (in preparation)
- Oxford Community Infrastructure Levy (CIL) Charging Schedule (2013)
- West End and Osney Mead SPD (2022)
- Barton Area Action Plan (2012)
- Northern Gateway Area Action Plan (2015)
- Jericho Canalside SPD (2013)
- Diamond Place SPD (2015)

Neighbouring Authority Policy Context

- South Oxfordshire Local Plan (2020)
- Vale of White Horse Local Plan Part 1 (2016)
- Vale of White Horse Local Plan Part 2 (2019)
- West Oxfordshire Local Plan (2018)
- Cherwell District Local Plan Part 1 (2015)
- Cherwell District Local Plan Part 1 Partial Review (2020)

Transport

- Highways England Strategic Business Plan 2020-2025 (2020)
- Highways England Delivery Plan 2020-2025 (2020)
- Oxfordshire County Council Transport and Connectivity Plan 2022-2050 (2022)
- Oxfordshire County Council Active Travel Strategy (2022)
- Oxfordshire County Council Freight and Logistics Strategy (2022)
- Oxfordshire County Council Innovation Framework (2022)
- Oxfordshire County Council Central Oxfordshire Area Travel Plan (2023)
- Oxfordshire County Council
- Oxford Local Cycling and Walking Infrastructure Plan (2020)
- Network Rail Oxfordshire Rail Corridor Study (2021)
- East West Rail Route Update (2023)

Education and Social Infrastructure

- Oxfordshire County Council – Pupil Place Plan 2021-2025 (2021)
- Oxfordshire County Council – Special Educational Needs & Disability Sufficiency of Places Strategy 2018 – 2027
- Oxfordshire County Council – Improving Education Outcomes – a strategic review (2019)
- Oxfordshire County Council Secondary schools with place (2020)
- Oxfordshire County Council Primary and Infant schools with place (2020)

- OxLEP Skills Strategy
- Statutory Guidance for Local Authorities on Services and Activities to Improve Young People's Well-being (2012)
- Oxfordshire County Council – A strategy for partnership working in Oxfordshire (2007)
- Oxford City Council – Children and Young People's Strategy
- Oxford City Council – Children and Young People Needs Assessment
- Oxford City Council – Community Centres Strategy

Healthcare

- General Practice Forward View (2016)
- NHS Long Term Plan (2019)
- Oxfordshire Joint Health and Wellbeing Strategy – 2018 – 2023 (2019)
- Oxfordshire Clinical Commissioning Group – OCCG's Strategy 2014 – 2019 and Plan 2014-2016
- Oxfordshire Joint Strategic Needs Assessment (2020)
- Oxfordshire Director of Public Health report (2013)
- Oxfordshire CCG Primary Estates Strategy (2020-2025)
- Locality Place Based Primary Care Plan: Oxford City Locality (2018)

Green infrastructure

- Oxfordshire County Council Full Biodiversity and Planning in Oxfordshire guidance (2014)
- Oxfordshire County Council Environmental Sensitivity to Change (2016)
- Oxford City Council – Playing Pitch and Outdoor Sports Strategy 2012 – 2026
- Oxford City Council – Green Spaces Strategy 2013 – 2027 (2013)
- Oxford City Council – Leisure and Wellbeing Strategy 2015 – 20
- Oxford City Council – Green Spaces biodiversity and open-air sports background paper
- Oxford City Council – Green Infrastructure Study (2017)
- Oxford City Council – Oxford City Green Belt Study (2017)
- Natural England's Green Infrastructure Guidance (2014)

Utilities

- Southern Gas Networks Long Term Development Statement (2020)
- Thames Water – Our Business Plan (2020-2025)
- Thames Water – Our long-term strategy (2015-2040)
- Oxfordshire County Council – Local Flood Risk Management Strategy
- Oxford City Council – Strategic Flood Risk Assessment Level 1 (2011)
- The National Flood and Coastal Erosion Risk Management Strategy for England (2020)
- Oxfordshire County Council – Oxfordshire's Resources and Waste Strategy (2018-2023)
- Oxfordshire County Council – Oxfordshire Minerals and Waste Local Plan – Part 1- Core Strategy (2017)
- UK Government – UK Digital Strategy (2017)
- UK Government – Future Telecoms Infrastructure Review (2018)

- Next Generation Mobile Technologies: A 5G Strategy for the UK (2017)
- Oxfordshire County Council Digital Strategy
- Oxford City Council – Telecommunications SPD (2007)
- Oxford City Council – Digital Infrastructure Strategy (2020)

9 Appendix B – Infrastructure Delivery Schedule

Schemes included in the Infrastructure Delivery Schedule

The Infrastructure Schedule sets out the details of each specific infrastructure scheme currently anticipated within Oxford over the plan period to 2040. These schemes have been identified through:

- Existing schemes already identified in the previous 2022 Oxford IDP, which have not yet been provided and continue to be required;
- Engagement with infrastructure providers during the production of this updated IDP;
- The identification of desired interventions and corporate priorities by Oxford City Council, where linked to growth or the need to address existing infrastructure deficits.

As Chapter 7 indicates, there is a need for new or improved infrastructure across most infrastructure types and themes. However, there are a number of infrastructure types where the IDP has identified a need, but stakeholder discussions have indicated that further evidence is required before specific schemes to meet that need can be identified. For example, whilst there is known to be a need for new GP surgery provision, further work needs to be undertaken by the BOB ICB to establish where and how that need can be met. The Infrastructure Delivery Schedule therefore does not include specific schemes for these infrastructure types, although they should be included in future iterations of the IDP once schemes are identified.

Further details on the basis on which schemes have been included in the IDP is set out in the methodology in Chapter 6.

In total, the Infrastructure Schedule includes 106 separate schemes. Around three-quarters of these are transport schemes, with the remainder covering the other infrastructure themes considered in the IDP. The total combined value of schemes for which it is possible to estimate a cost is some £892 million. This is a significant amount, many times more than the levels of funding currently collected through developer contributions by the Council (see Chapter 3). This means that an infrastructure funding gap exists and highlights the importance of partnership working and external funding sources in infrastructure delivery.

Structure of the Infrastructure Schedule

The Infrastructure Delivery Schedule is set out in the same order as the headings for each infrastructure theme within Chapter 7. It provides consistent information for each infrastructure scheme, across the following columns:

- **Reference** – For ease of reference, each scheme has been given a unique reference number.
- **Infrastructure type** – The infrastructure type under which the scheme sits. Some are cross-cutting across several different infrastructure types.
- **Scheme** – Summary details of the specific scheme; setting out its name, location and what it would achieve.
- **Prioritisation** – To support future investment and funding decisions, schemes have been assigned a recommended priority level based on our assessment of their relative significance. It should be noted that these may not necessarily reflect political and infrastructure provider views but are intended to be a practical and pragmatic basis upon which the Council can make decisions when faced with the need to balance competing priorities. The prioritisation should not be interpreted as indicating that lower priority schemes are not necessary to make development acceptable in planning terms, and developers will still be expected to deliver all identified infrastructure needs as far as is viable (see Chapter 3).

The three categories traditionally associated with an IDP are:

- **Critical** – Infrastructure that must be provided for development to proceed. This generally includes connections to infrastructure networks and will often be triggered by the commencement of development.
- **Essential** – Infrastructure that will mitigate impacts arising from development. It will often address demand generated by the occupiers of new development (whether residential or commercial) and be triggered upon first occupation. Alternatively, essential schemes may be needed to address wider societal pressures, such as the climate emergency.
- **Important** - Infrastructure that is required to achieve sustainable growth and deliver high-quality places. It will generally improve operational infrastructure capacity, and/or deliver wider benefits to society.

A fourth category of infrastructure category has been considered for this IDP – that of transformational infrastructure. Transformational infrastructure is infrastructure which brings significant additional social, environmental or economic benefits in addition to the mitigation or wider benefits delivered by the traditional infrastructure categories.

For cross-boundary schemes, the prioritisation scoring set out in the schedule is Oxford-centric. Schemes such as T25 (provision of bus services into and through the Bayswater Brook site in South Oxfordshire District) would likely be considered critical in a South Oxfordshire IDP but are only considered as important to Oxford.

- **Cost** – The current best estimate of cost for each scheme, based upon the most recent published costs provided by infrastructure providers. These are generally subject to indexation (to adjust for inflation and other influences) over time. Actual costs should therefore be treated as indicative, with more detailed re-calculation being necessary at the time development comes forward. For some schemes it is not currently possible to estimate a cost (with that being noted where relevant) – either due to a lack of detail about the scheme at this stage or because costs have not yet been formulated by the delivery body.
- **Confirmed Funding** - The amount and source of funding which is already confirmed to be in place for schemes, where relevant. For schemes where this column is blank, the scheme would need to be funded in accordance with the principles set out in Chapter 3.
- **Delivery Body** - The infrastructure provider and/or public body with responsibility for the delivery of the scheme. Responsibility may be shared between several delivery bodies, with this indicated where appropriate.
- **Delivery phasing** – The broad timescales within the plan period where it is expected that the scheme will be delivered, based upon the time needed to fund and develop the scheme. Where relevant, this also reflects the pace of development in the vicinity which results in the need for the scheme.
- **District area** – The area of the city where the scheme will be located. This is either:
 - One or several of the four “infrastructure areas” of the city considered throughout the IDP;
 - City-wide, for schemes which apply across the city or have no fixed location at the current time;
 - Locations outside the city in cases where the scheme straddles the city boundary, for example for schemes which include the unmet need sites in surrounding districts.
- **Source** – The means by which the scheme and the need for it have been identified.

Schemes no longer included from the 2022 IDP

The Infrastructure Schedule in the 2022 IDP includes a number of infrastructure schemes which have now been completed or are otherwise no longer required or considered appropriate to include in the IDP. These are set out within Table XX below.

Reference	Infrastructure Category/ Type	Project Title	Reason no longer included in IDP
T2	Transport/ Highways	Zero Emission Zone (Phase I) Pilot	Scheme implemented.
T7	Transport/ Rail	Potential for new railway station at Begbroke, to connect with the Science Park, and perhaps North Cotswold Line	Scheme entirely within Cherwell District Council administrative area.
T15	Transport/ Highways	Kidlington Roundabout, linked to LCWIP Route 4 proposal	Scheme entirely within Cherwell District Council administrative area.
T22	Transport/ Highways	Eastern Bypass corridor improvements (incl. Littlemore Roundabout & Heyford Hill), between and exclusive of Kennington Roundabout and Cowley Interchange, including Orbital bus route 1 connecting the Eastern Arc, hospital and Cowley	Duplicate Entry
T33	Transport/ Active Travel	Emergency Active Travel Fund - suite of measures to support people returning to work as lockdown restrictions eased.	Scheme implemented.
T39	Transport/ Highways	Headington Roundabout Improvements Phase II	Legacy Scheme.
T40	Transport/ Active Travel	Cycle Lane through the residential area parallel with Abingdon Road, linking with Osney Mead. Linked to active travel improvements in Route 21 of the LCWIP	Duplicate Entry. Already covered by T70 LCWIP Route 21
T41	Transport/ Highways	Redbridge Park and Ride Electric Vehicle supercharging point	Scheme implemented.
T46	Transport/ Highways	Go Ultra Low Oxford Project Phase I (Tral) - electric vehicle charging solutions for residents to do not have off-street parking	Scheme implemented.
T48	Transport/ Active Travel	Pedestrian and cycle access across the whole allocated site at Old Road Campus as identified in the Oxford Local Plan 2036	Site no longer allocated.
T52	Transport/ Bus	Extension of Thornhill Park and Ride	Scheme implemented.
T53	Transport/ Rail	Oxford North Rail Junction – provision of an additional track to bypass the junction on the up side	Duplicate Entry. Already covered by T5 – Oxford Rail Corridor Phase 2

		providing additional capacity and resilience	
T55	Transport/ Highways	A40 link road through Bayswater brook from the A40 at Marsh Lane interchange to the east of Sandhills	Legacy Scheme.
T72	Transport/ Active Travel	Improvement of footpath from River Thames through Bulstake, linked to Ferry Hinksey Road and Botley Road, linked with route 23 of the LCWIP	Scheme implemented.
T74	Transport/ Active Travel	LCWIP Route 26: B4044 Community Path from Eynsham - Botley.	Scheme entirely outside city boundary.
H1	Healthcare/ Primary Healthcare	Relocation of Wolvercote surgery to new development at Wolvercote Mill.	Scheme not implemented.
G5	Green Infrastructure/ Green Spaces	Port Meadow biodiversity enhancement schemes	Schemes implemented.
G9	Green Infrastructure/	Provision of a new allotment site at Denny Gardens to address existing under-provision within the city, as identified by the Oxford & District Federation of Allotment Associations	Scheme implemented.
CF5	Community Facilities/ Libraries	Improvements to Summertown and/ or Westgate Libraries, to accommodate demand arising from growth in North Oxford	Schemes implemented at both libraries.
CF7	Community Facilities/ Leisure Centres	Decarbonisation project for Hinksey Pool, with associated works to the adjoining lake, through the use of a local heat network consisting of water source heat pumps and battery/ thermal storage, powered by renewable energy.	Scheme implemented.

10 Appendix C – Infrastructure Delivery Schedule 2040

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Reference	Scheme	Infrastructure Category	Infrastructure Type	Prioritisation	Cost	Confirmed Funding	Delivery Body	Delivery Phasing	District Area	Source
Transport										
T1	Various minor works to the A34, including lay-by improvements, increased signage, improvements to the cycle track along the Western bypass and various other safety improvements	Transport	Highways	Important	Dependent on scope and scale		Highways England	2020-2030	Central and West Oxford	Stakeholder engagement with Highways England
T3	Zero Emission Zone (Phase II) - part of Oxfordshire County Council's Oxford Transport "Core Schemes"	Transport	Highways	Essential	TBC		Oxford City and Oxfordshire County Councils	2020-2030	Central and West Oxford	OxIS (2017)/ OTS
T4	Traffic Filters and Supporting Measures - part of Oxfordshire County Council's Oxford Transport "Core Schemes".	Transport	Highways	Essential	£6,500,000		Oxfordshire County Council	2020-2030	City-Wide	COTS and Stakeholder Engagement with Oxfordshire County Council
T5	Oxford Rail Corridor Phase 2, including additional platform at Oxford Station (west side), secondary station	Transport	Rail	Essential	£169,000,000	£169,000,000	Network Rail	2020-2025	Central and West Oxford	Oxfordshire Connect, ORCS and Stakeholder engagement with Oxfordshire County Council
T6	Cowley Branch Line passenger reopening, including improvements to mainline track capacity south of Oxford Station, likely additional track around Hinksey and two new passenger stations.	Transport	Rail	Transformational	£131,000,000	£4,560,000	Network Rail	2025-2030	Central and West Oxford South Oxford	Oxfordshire Rail Corridor Study
T6a	Cowley Branch Line: Pedestrian bridge	Transport	Rail	Transformational	TBC		Network Rail	2025-2030	South Oxford	Stakeholder engagement with Oxford City Council
T8	Orbital bus route between Cowley and Hinksey to introduce bus lanes (in both directions) around the ring road between Cowley Interchange and Hinksey Hill.	Transport	Bus	Essential	£158,000,000		Oxfordshire County Council	2030-2035	South Oxford	Stakeholder engagement with Oxfordshire County Council

T9	Workplace Parking Levy (WPL) to encourage sustainable transport use - part of Oxfordshire County Council's Oxford Transport "Core Schemes".	Transport	Active Travel/ Bus	Essential	£600,000	Borrowing against future income from scheme	Oxfordshire County Council	2025-2030	City-Wide	Central Oxfordshire Travel Plan (COTP)
T10	City Centre Corridor Improvements: (West - Hythe Bridge St/ Oxpens Rd/ George St/ New Road), including active travel improvements, linked to LCWIP route CE2 proposal	Transport	Active Travel/ Bus	Essential	£20,000,000		Oxfordshire County Council	2030-2035	Central and West Oxford	OxIS (2017)/ Central Oxfordshire Movement and Place Framework / LCWIP
T11	City Centre Corridor Improvements: (North - St Giles/ Magdalen St/ Broad St), including active travel improvements linked to LCWIP route CN1	Transport	Active Travel/ Bus	Essential	£8,000,000		Oxfordshire County Council	2030-2035	Central and West Oxford	OxIS (2017)/ Central Oxfordshire Movement and Place Framework / LCWIP
T12	City Centre Corridor Improvements (South & East - High St/ St Aldates), including active travel improvements linked to LCWIP Route CE1	Transport	Active Travel/ Bus	Essential	£8,000,000		Oxfordshire County Council	2030-2035	Central and West Oxford	OxIS (2017)/ Central Oxfordshire Movement and Place Framework / LCWIP
T13	Banbury Road Corridor Improvements between Cutteslowe and St Giles, including active travel improvements linked to LCWIP Route 4 proposal	Transport	Active Travel Bus Highway	Essential	£18,000,000	£875,000	Oxfordshire County Council	2030-2035	North Oxford	OxIS (2017)/ Central Oxfordshire Movement and Place Framework / LCWIP
T14	A4165 Corridor Improvements between Cutteslowe and Kidlington roundabout, linked to LCWIP Route 4 proposal	Transport	Active Travel Bus Highway	Essential	£10,000,000		Oxfordshire County Council	2030-2035	North Oxford	OxIS (2017)/ Central Oxfordshire Movement and Place Framework / LCWIP
T16	Woodstock Road Corridor Improvements, including active travel improvements linked to LCWIP route 3 proposal.	Transport	Active Travel Bus Highway	Essential	£18,000,000	£3,200,000	Oxfordshire County Council	2030-2035	North Oxford	OxIS (2017)/ COTP/ LCWIP
T17	Northern Bypass corridor improvements (Cutteslowe Roundabout to Marsh Lane)	Transport	Active Travel Bus Highway	Essential	£25,800,000		Oxfordshire County Council	2030-2035	North Oxford	OxIS (2017)
T18	Abingdon Road Corridor Improvements, from Folly Bridge to Kennington Roundabout	Transport	Active Travel Bus Highway	Essential	£17,606,000		Oxfordshire County Council	2030-2035	South Oxford	OxIS (2017)/ Oxford City Council identified scheme

T19	Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements, from Magdalen Road to Grenoble Road, including improvements to Cowley interchange and active travel improvements linked with Route 14 of the LCWIP	Transport	Active Travel Bus Highways	Essential	£31,187,000		Oxfordshire County Council/ Developer Contributions	2025-2035	South Oxford	OxIS (2017)/ LCWIP
T20	Iffley Road Corridor Improvements from The Plain to Littlemore roundabout, including active travel improvements linked with LCWIP route 17	Transport	Active Travel Bus Highways	Essential	£18,048,000		Oxfordshire County Council/ Developer Contributions	2025-2036	South Oxford	OxIS (2017)/ LCWIP
T21	B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge).	Transport	Active Travel Bus Highways	Essential	£3,046,000		Oxfordshire County Council/ Developer Contributions	2025-2030	South Oxford	OxIS (2017)
T23	London Road Corridor Improvements, between St Clements and Green Road roundabout	Transport	Active Travel Bus Highways	Essential	£17,155,900		Oxfordshire County Council	2030-2035	East Oxford	OxIS (2017)/ COTP/ LCWIP
T24	Introduction of Park & Ride Service serving Salt Cross Garden Village, linking to Oxford via a near or continuous bus lane on the A40	Transport	Bus	Important	£2,970,000		Oxfordshire County Council	2025-2035	Central and West; North Oxford; West Oxfordshire District Council	Stakeholder engagement with Oxfordshire County Council
T25	Extension of existing bus routes (funding for additional vehicles) into Bayswater Brook site in SODC, linking to city centre and eastern arc	Transport	Bus	Important	Dependent on scope and scale		Oxfordshire County Council	2025-2035	Central and West; East Oxford; South Oxfordshire District Council	Stakeholder engagement with Oxfordshire County Council
T26	Extension of existing bus routes (funding for additional vehicles) into Northfield site in SODC, linking to city centre and Science Vale	Transport	Bus	Important	Dependent on scope and scale		Oxfordshire County Council		Central and West; East Oxford; South Oxfordshire District Council	Stakeholder engagement with Oxfordshire County Council

T27	Low Traffic Neighbourhoods (LTNs)	Transport	Active Travel Highways	Essential	£8,000,000		Oxfordshire County Council		City-Wide	LCWIP and stakeholder engagement with Oxfordshire County Council
T28	Controlled Parking Zones (city-wide)	Transport	Highways	Essential	£1,334,760	£600,000		2020-2030	City-Wide	OxIS (2017)
T29	Provision of additional coach parking within the city	Transport	Bus, Highways	Essential	£5,000,000		Oxford City and Oxfordshire County Councils	2025-2030	City-Wide	OxIS (2017)
T30	Last mile freight pilot scheme	Transport	Bus, Highways	Essential	Dependent on scope and scale		Oxfordshire County Council	2025-2030	City-Wide	Zero Carbon Oxford Partnership (ZCOP)
T31	Provision of a network of cycle hire stations	Transport	Active Travel	Essential	£2,000,000		Oxfordshire County Council	2025-2035	City-Wide	OxIS (2017)
T32	District Centre Improvements (All Centres)	Transport	Active Travel	Important	£6,900,000		Oxfordshire County Council	2025-2035	City-Wide	OxIS (2017)
T34	Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead across the river, connecting development sites in these locations	Transport	Active Travel	Critical	£8,000,000		Oxford City Council	2020-2030	Central and West Oxford	Oxford City Council identified scheme/ LCWIP
T35	Northern Gateway/ Oxford North on-site link road	Transport	Highways	Critical	fully funded by LGF2	fully funded by LGF2	"Oxford North"	2020-2025	North Oxford	OxIS (2017)
T36	Horspath Road Junction Improvements	Transport	Highways	Essential	£4,100,000		Oxfordshire County Council	2030-2040	South Oxford	OxIS (2017)
T37	JR Hospital on-site bus interchange and priority measures	Transport	Bus	Essential	£3,000,000		Oxfordshire County Council	2025-2030	East Oxford	OxIS (2017)
T38	Churchill Hospital additional bus and cycle access	Transport	Active Travel Bus	Essential	£2,000,000		Oxfordshire County Council	2025-2030	East Oxford	OxIS (2017)
T42	Active travel network improvements in Blackbird Leys, including the linkages across the CBL	Transport	Active Travel	Important	Dependent on scope and scale		Oxfordshire County Council	2025-2030	South Oxford	Oxford City Council identified scheme
T43	Improvements to cycling provision along Botley Road, including active travel improvements linked to route 25 of the LCWIP.	Transport	Active Travel	Essential	£19,590,000	£9,100,000	Oxfordshire County Council	2020-2035	Central and West Oxford	Oxford City Council identified scheme/ LCWIP

T44	A40 cycle bridge schemes helping to link Bayswater and Barton Park developments to existing cycle network, as well as providing pedestrian access for residents	Transport	Active Travel	Critical	Dependent on scope and scale		Delivered through Bayswater Brook developers/landowners	2020-2030	East Oxford/ South Oxfordshire District Council	Oxford City Council identified scheme
T45	Connections to Oxford Parkway Railway Station with a route reserved through Peartree Farm	Transport	Active Travel Highways	Critical	Dependent on scope and scale		Oxfordshire County Council	2025-2035	North Oxford	Oxford City Council identified scheme
T46	Go Ultra Low Oxford Project Phase II (city-wide) - electric vehicle charging solutions for residents who do not have off-street parking	Transport	Highways	Important	Dependent on scope and scale		Oxford City Council/ Oxfordshire County Council	2030-2035	City-Wide	Oxford City Council identified scheme
T47	Improve pedestrianisation and cycle links to wider strategic routes into and out from Summertown district centre, as identified in the Local Plan 2040, including the delivery of cycle stands for public cycle parking within Diamond Place and Ewert House	Transport	Active Travel	Essential	Dependent on scope and scale		Delivered through development at Summertown district centre	2025-2035	North Oxford	Policy SPN3-Diamond Place and Ewert House
T49	Average Speed Cameras and 20mph extensions to ensure better speed control on the main road radials to manage traffic and create more attractive cycle routes	Transport	Active Travel Highways	Important	Dependent on scope and scale		Oxfordshire County Council	2020-2035	City-Wide	LCWIP
T50	Potential bridge across the River Thames to link East Oxford via Jackdaw Lane, including widening and resurfacing of the cycle path and addition of solar lighting	Transport	Active Travel	Important	£5,000,000		Oxfordshire County Council	2025-2035	South Oxford	LCWIP
T51	A40 crossing at Collinwood Road	Transport	Active Travel	Essential	Dependent on scope and scale		Oxfordshire County Council	2020-2030	East Oxford	LCWIP
T54	Oxford Canal Rail Junction - provision of crossover between Up and Down Blechley Lines providing additional capacity and resilience	Transport	Railway	Important	Dependent on scope and scale		Network Rail	2030-2035	North Oxford	OxIS Stage I Consultation Report (2021)

T56	Improvements to North Oxford Cycle Route, to address pinchpoints and provide surfacing improvements. The majority of this route is along the highway network, but some sections are on third party land, including active travel improvements linking with LCWIP route 5	Transport	Active Travel	Essential	£3,000,000		Oxfordshire County Council	2025-2030	North Oxford	LCWIP
T57	LCWIP Route 1: Canal Path, including the Canal Towpath Extension and Cycle bridge over the canal linking Nelson Street to the station.	Transport	Active Travel	Essential	£2,500,000		Oxfordshire County Council	2025-2030	Central and West Oxford	LCWIP
T58	LCWIP Route 2: Walton Street calming and filtering interventions, and Walton Street Shopping QPC	Transport	Active Travel	Essential	£1,210,000	£150,000	Oxfordshire County Council	2025-2030	Central and West Oxford	LCWIP
T59	LCWIP Route 3: Wolvercote Roundabout Crossing	Transport	Active Travel	Essential	£1,825,000		Oxfordshire County Council	2020-2025	North Oxford	LCWIP
T60	LCWIP Route 6: Marston, including improvements to the lighting and upgrades to the bridge, as well as the Marston QPC	Transport	Active Travel	Essential	£850,000		Oxfordshire County Council	2020-2025	East Oxford	LCWIP
T61	LCWIP Route 7: Marston Road, including the crossing from Copse Lane to Marston Road	Transport	Active Travel	Essential	£200,000		Oxfordshire County Council	2020-2025	East Oxford	LCWIP
T62	LCWIP Route 8: Northway & Barton, including the widening of the subway to Barton and a new link path	Transport	Active Travel	Important	£1,000,000		Oxfordshire County Council	2020-2025	East Oxford	LCWIP
T63	LCWIP Route 9: Headington Path, improvements to the street lighting and paths	Transport	Active Travel	Important	£600,000		Oxfordshire County Council	2020-2025	East Oxford	LCWIP
T64	LCWIP Route 11: Quarry and Risinghurst Route Improvements	Transport	Active Travel	Essential	£200,000		Oxfordshire County Council	2020-2025	East Oxford	LCWIP

T65	LCWIP Route 12: Old Road, including the extension of the A2H scheme at Old Road, and improvements to Wheatley - Oxford via Shotover, and Morrell Avenue, / Warneford Lane (St Clements - Old Road) and the Old Road QPC	Transport	Active Travel	Essential	£7,035,000		Oxfordshire County Council	2020-2030	East Oxford/ South Oxfordshire District Council	LCWIP
T66	LCWIP Route 13: Barracks Lane and Horspath including surface improvements, widening and removal of barriers at Barracks Lane, a cycle link at Pony Road, and average speed cameras, as well as the Horspath QPC	Transport	Active Travel	Essential	£3,085,000		Oxfordshire County Council	2020-2030	South Oxford	LCWIP
T67	LCWIP Route 15: BBL, including a link road from Maidstone Road to Barns Road and various improvements to Barns Road as well as BBL shopping street re-design and the Barns Road QPC	Transport	Active Travel	Essential	£9,389,000		Oxfordshire County Council	2030-2040	South Oxford	LCWIP
T68	LCWIP Route 16: Littlemore, including route improvements and a cycle zebra crossing at Long Lane and the Iffley Road QPC	Transport	Active Travel	Essential	£1,525,000		Oxfordshire County Council	2030-2040	South Oxford	LCWIP
T69	LCWIP Route 18: Rose Hill, including route improvements and improvements to Cottesmore Bridge - Ringroad	Transport	Active Travel	Essential	£2,200,000		Oxfordshire County Council	2020-2030	South Oxford	LCWIP
T70	LCWIP Route 21: South Oxford Path, including surfacing improvements to the South Oxford cycle route	Transport	Active Travel	Essential	£6,800,000		Oxfordshire County Council	2020-2030	South Oxford	LCWIP
T71	LCWIP Route 22: South Hinksey Path. Full detail subject to final build-out of the OFAS	Transport	Active Travel	Essential	Dependent on scope and scale		Oxfordshire County Council	2025-2035	South Oxford	LCWIP
T73	LCWIP Route 24: West Oxford Path, including surfacing and widening	Transport	Active Travel	Essential	£120,000		Oxfordshire County Council	2025-2030	Central and West Oxford	LCWIP

	improvements at Oatlands Park									
T75	LCWIP Route C: Oxford Ring Road, including the widening and resurfacing of Oxford Ring Road, and traffic calming measures in Wolvercote Village, as well as the Upper and Lower Wolvercote QPC	Transport	Active Travel	Essential	£13,160,000		Oxfordshire County Council	2025-2030	North Oxford	LCWIP
T76	LCWIP Route CC: City Centre Parking, through delivering the park that bike proposals	Transport	Transport	Essential	£75,000		Oxfordshire County Council	2020-2025	Central and West Oxford	LCWIP
T77	City Centre Cycle Hubs Parking	Transport	Transport	Essential	£2,000,000		Oxfordshire County Council	2030-2040	Central and West Oxford	LCWIP
T79	Improvements to various routes within West End as identified in WE Spatial Framework/ SPD - see table of interventions in SPD for more detail.	Transport	Active Travel/ Transport	Important	Dependent on scope and scale		Oxfordshire City Council/ Oxfordshire County Council/ site landowners	2025-2040	Central and West Oxford	West End Spatial Framework/ SPD
T81	Oxford Station Masterplan: Oxford Station East Site + Becket St improvements, includes public realm and transport infrastructure.	Transport	Rail/ Active Travel/ Highways/ Bus	Transformational	£350,000,000		Network Rail/ Oxford City Council/ Oxfordshire County Council	2025-2030	Central and West Oxford	Local Plan 2040, West End SPD, Local Industrial Strategy, Economic Strategy, City Centre Action Plan, Transport strategies including Oxfordshire Local Transport and Connectivity Plan (LTCP), Central Oxfordshire Transport Plan, Oxfordshire Connect, ORCS
Education										
E1	0.5FE expansion to Wolvercote Primary School (1.5-2.0FE), to cater for growth in North Oxford	Education	Education	Essential	£2,916,904		Oxfordshire County Council/ Academy Trust	2025-2030	North Oxford	Stakeholder Engagement with Oxfordshire County Council

E2	0.5FE expansion to Barton Park Primary School (1.5-2.0FE), to cater for growth in East Oxford	Education	Education	Essential	£1,970,000		Oxfordshire County Council	2025-2036	East Oxford	Stakeholder Engagement with Oxfordshire County Council
Healthcare										
H2	New health centre in the preferred option of Summertown (Diamond Place), consolidating Banbury Road and Summertown surgeries. Potential to also include consolidation of Wolvercote surgery - primarily serving existing demand	Healthcare	Primary Healthcare	Essential	Dependent on scope and scale		BOB ICB	2025-2035	North Oxford	Stakeholder engagement with BOB ICB
Green Infrastructure										
G1	Oxford City Biodiversity Enhancements Programme	Green Infrastructure	Green Spaces	Essential	Dependent on scope and scale		Oxford City Council	2025-2040	City-wide	Oxford City Council identified scheme
G2	Public realm schemes in Central and West Oxford	Green Infrastructure	Green Spaces	Important	Dependent on scope and scale		Oxford City Council	2025-2030	Central and West Oxford	LCWIP and Oxford City Council identified scheme
G3	Improvements in accessibility and path network within Oxpens Meadow	Green Infrastructure	Green Spaces	Important	Dependent on scope and scale		Oxford City Council	2025-2030	Central and West Oxford	Oxford City Council identified scheme
G4	Enhancements in the public realm, including greening, along Oxpens Road to be delivered in tandem with the phases of development that address Oxpens Road to ensure a high quality environment and setting	Green Infrastructure	Green Spaces	Essential	Dependent on scope and scale		Oxford City Council	2025-2030	Central and West Oxford	Oxford City Council identified scheme
G6	Improvements and enhancements to Cuttleslowe Park through the Oxford North development. Potential to relocate football pitches and manage former area for biodiversity - depends on the outcome of the extension to Cuttleslowe Park.	Green Infrastructure	Green Spaces	Important	Dependent on scope and scale		Oxford City Council	2025-2030	North Oxford	Oxford City Council identified scheme

G7	Integrated GI network required for the north of the city (linked to Cherwell Sites)	Green Infrastructure	Green Spaces	Important	Dependent on scope and scale		Oxford City Council	2025-2035	North Oxford Cherwell DC	Oxford City Council identified scheme
G8	New high-quality public open space to be provided on-site at Osney Mead, as identified in the Local Plan 2040 and the West End SPD	Green Infrastructure	Green Spaces	Essential	Dependent on scope and scale		Delivered through development at Osney Mead	2025-2040	Central and West Oxford	Local Plan 2040 Policy SPCW7 Osney Mead, and Policy WEAOF West End and Botley Road Area of Focus, West End SPD
G9	Provision of a new allotment site at Denny Gardens to address existing under-provision within the city, as identified by the Oxford & District Federation of Allotment Associations	Green Infrastructure	Allotments	Essential	£24,500		Oxford City Council	2020-2025	South Oxford	Oxford City Council / Oxford & District Federation of Allotment Associations
Community Facilities										
CF1	Provision of BBL Community Hub as part of wider regeneration efforts within the estate.	Community Facilities	Community Centres	Important	£550,000		Oxford City Council	2025-2030	South Oxford	Stakeholder engagement with Oxford City Council/ Oxford City Community Centres Strategy
CF2	Investment into North Oxford Community Centre, to create hub with Ferry Leisure Centre	Community Facilities	Leisure Centres	Important	£800,000		Oxford City Council	2025-2030	North Oxford	Stakeholder Engagement with Oxford City Council
CF3	Refurbishment and extension of existing Ferry Leisure Centre	Community Facilities	Leisure Centres	Essential	£14,000,000		Oxford City Council	2025-2030	North Oxford	Stakeholder Engagement with Oxford City Council
CF4	Improvements to and extension of BBL Library to accommodate demand arising from growth in South Oxford Area and SODC - potentially to be amalgamated with BBL community centre project	Community Facilities	Libraries	Important	Dependent on scope and scale		Oxfordshire County Council	2025-2030	South Oxford	Stakeholder engagement with Oxfordshire County Council
CF6	Improvements to Headington and Barton to accommodate demand arising from growth in East Oxford	Community Facilities	Libraries	Important	Dependent on scope and scale		Oxfordshire County Council	2025-2030	East Oxford	Stakeholder engagement with Oxfordshire County Council

CF8	Improvements to Oxford Ice Rink, which through an options assessment will either be delivered through enhancement works or a full-scale redevelopment	Community Facilities	Leisure Centres	Important	Dependent on scope and scale		Oxford City Council	2025-2035	Central and West Oxford	Oxford City Council identified scheme
CF9	Provision of a community centre for Barton Park, alongside a new local centre	Community Facilities	Community Centres	Essential	Dependent on scope and scale		Oxford City Council/ Barton Park developers	2020-2030	East Oxford	Oxford City Council identified scheme
CF10	Capacity increases at existing cemeteries within Oxford, including Shotover Cemetery (cross-boundary with South Oxfordshire District Council)	Community Facilities	Cemeteries	Essential	Dependent on scope and scale		Oxford City Council	2025-2030	City-wide	Oxford City Council identified scheme
Public Realm										
PR1	Public Realm improvements around Botley Retail Park	Public Realm	Public Realm	Important	Dependent on scope and scale		Various	2030-2040	Central and West Oxford	Oxford Local Plan Policy SPCW8 Botley Retail Park, Policy WEAOF West End and Botley Road Area of Focus
PR2	Exceptional public spaces interventions within West End as set out in WE Spatial Framework/ SPD.	Public Realm	Public Realm	Important	Dependent on scope and scale		Various	2025-2040	Central and West Oxford	West End Spatial Framework/ SPD
Utilities										
U1	Reinforcements to Yarnton Bulk Supply Point to support identified development quantum within the Oxford North development	Utilities	Electricity Supply	Critical	Estimated between £1-5m		SSE	2025-2035	Cherwell DC	Stakeholder engagement with SSE
U2	Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point (BSP) to accommodate demand from development within the city	Utilities	Electricity Supply	Critical	Dependent on scope and scale		SSE	2020-2030	Central and West Oxford	OxIS (2017)
U3	Delivery of a substation required to support the Diamond Place regeneration scheme	Utilities	Electricity Supply	Critical	Dependent on scope and scale		SSE	2025-2035	North Oxford	Oxford City Council identified scheme
U4	Oxford Waste Water Treatment Works (WWTW) upgrade	Utilities	Sewerage	Critical	£132,000,000	fully funded	Thames Water	2025-2035	South Oxford	Stakeholder engagement with Thames Water

U5	Oxford Flood Alleviation Scheme	Utilities	Flood Risk Defence	Essential	£150,000,000	fully funded	Environment Agency	2025-2035	City-wide	OxIS (2017)
U6	Countywide roll out of fibre broadband in commercial buildings, extended where appropriate to surrounding residential buildings.	Utilities	Digital Infrastructure	Important	Dependent on scope and scale		Oxfordshire County Council/ Openreach	2025-2035	City-wide	Stakeholder engagement with Oxfordshire County Council
U7	Undergrounding of Pylons at Osney Mead	Utilities	Electricity Supply	Transformational	Dependent on scope and scale		Various	2025-2040	Central and West Oxford	West End Spatial Framework/ SPD

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